

MOTOR OWNER



Published Monthly
**ONE SHILLING
& SIXPENCE.**

**APRIL
1921**

**BUILT
TO ENDURE**

Goodrich Tyres

**BEST IN
THE LONG RUN**



C. Eric R.

The B.F. Goodrich Co. Ltd.
117-123 GOLDEN LANE, LONDON, E.C.

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Page i



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The quality
production
car at a
quantity
production
price

Whaling
334-340 Euston Rd.
London N.W.1 Ltd

The Motor-Owner, April, 1921

£750 ————— "Value for Money"

THIS IS THE NEW PRICE OF THE 16 h.p. TALBOT-DARRACQ

What is the best Car of the year?

"Daily Despatch," Nov. 4th, 1920..... "After the most exhaustive examination into the relative 'value-for-money' of the numerous cars exhibited at this year's Olympia motor show, in my considered judgment the 1921 model of the 16 h.p. Talbot-Darracq is in every respect the car as representing 'value-for-money'". W. H. Berry.

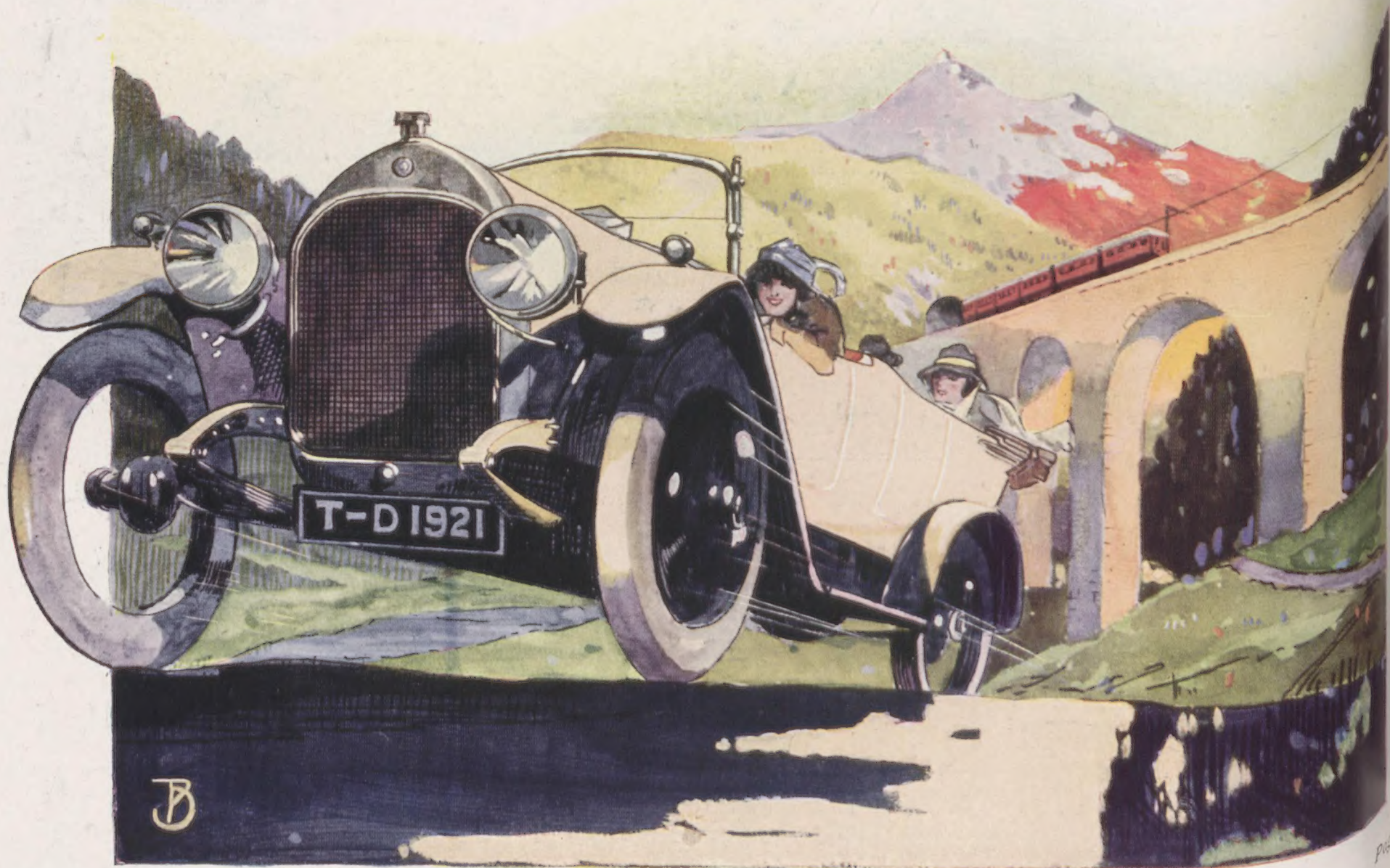
The same writer states, in the "Evening Standard," March 4th, 1921..... "After nearly 2,000 miles with the Talbot-Darracq on the road, however, I have nothing to take back from my original opinion, that she is the best value in cars in her class in 1921."

Decreased production costs owing to intelligent co-operation between the various firms associated with the Darracq Company, the reduction in labour costs in the principal Foundries and Stamp-
ing Plant of the combined companies at Suresnes, added to a heavy reduction in the cost of raw material, have all contributed to this drop in price, and enabled the Darracq Company to more uphold their 'value for money' policy and give their customers the *immediate* benefit of the improved industrial outlook.

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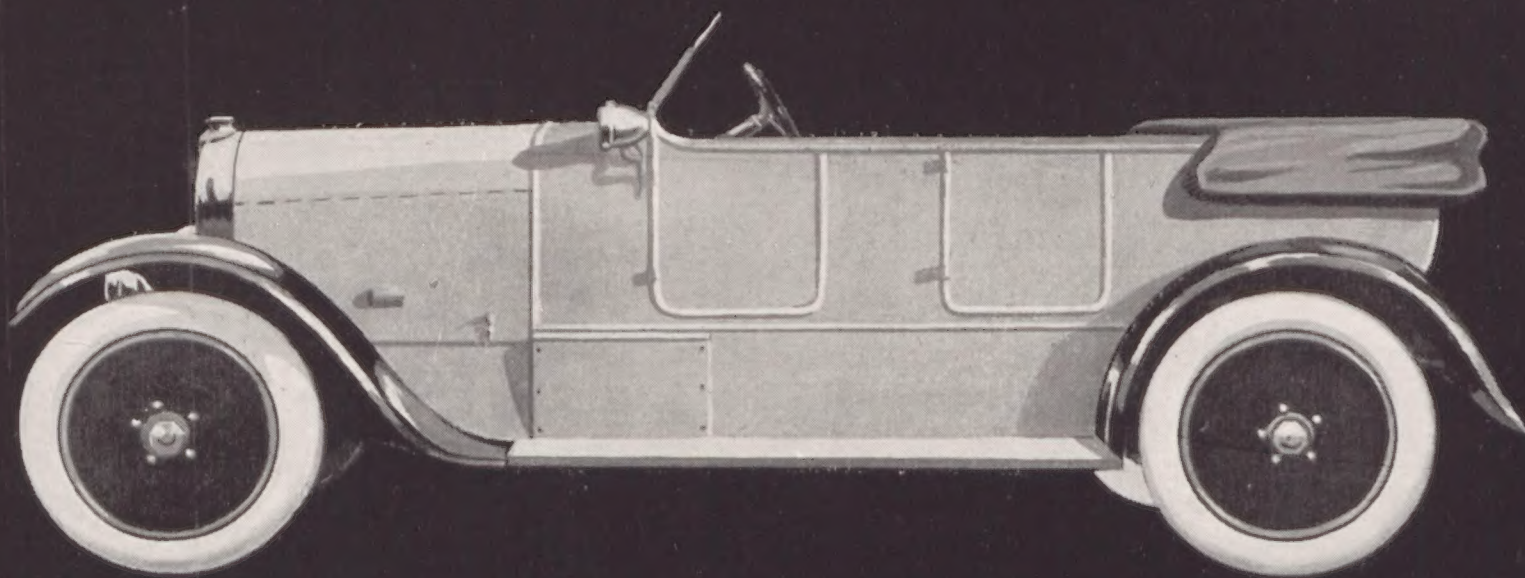
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Showrooms: - - - 150 New Bond Street, London, W.1



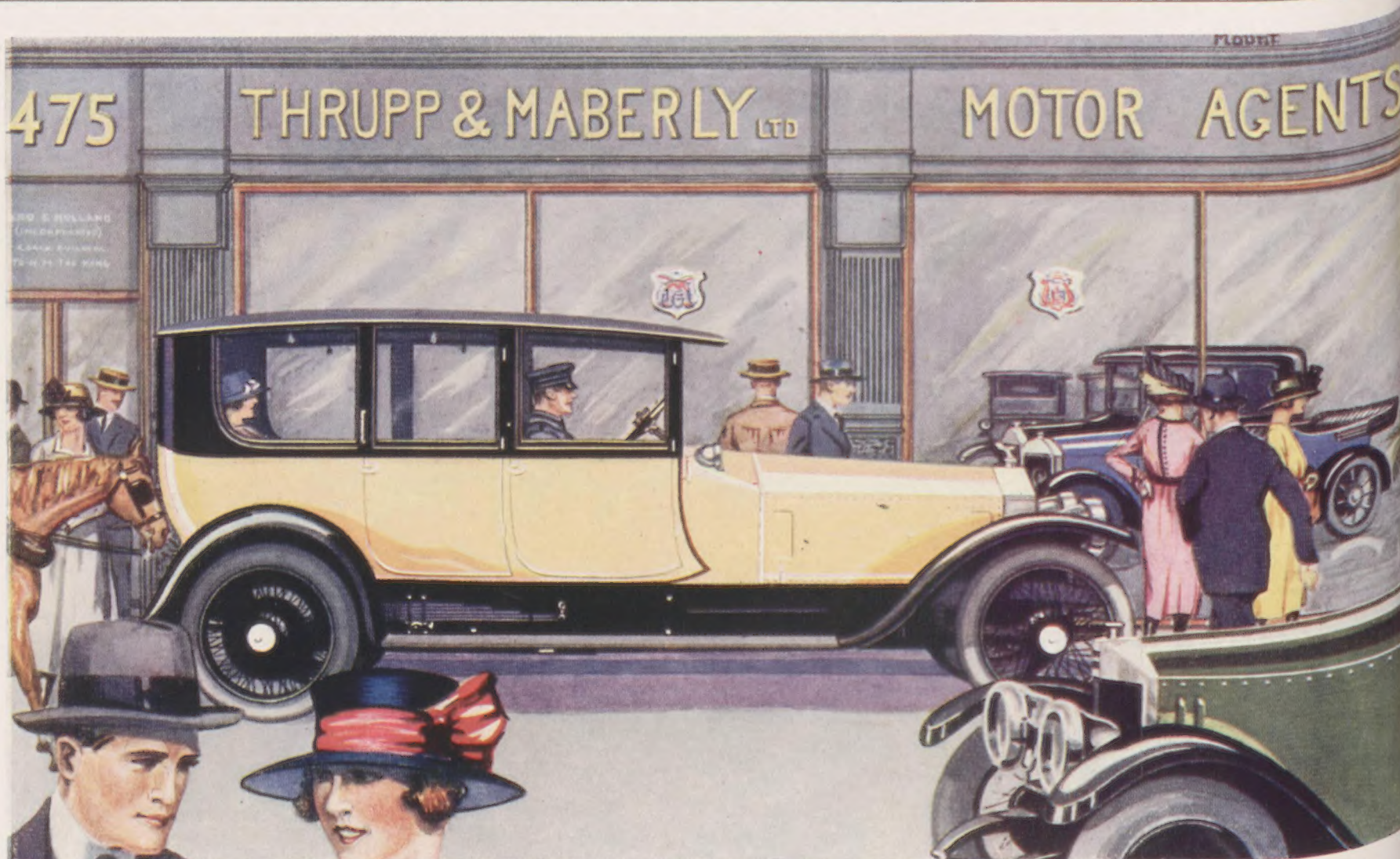
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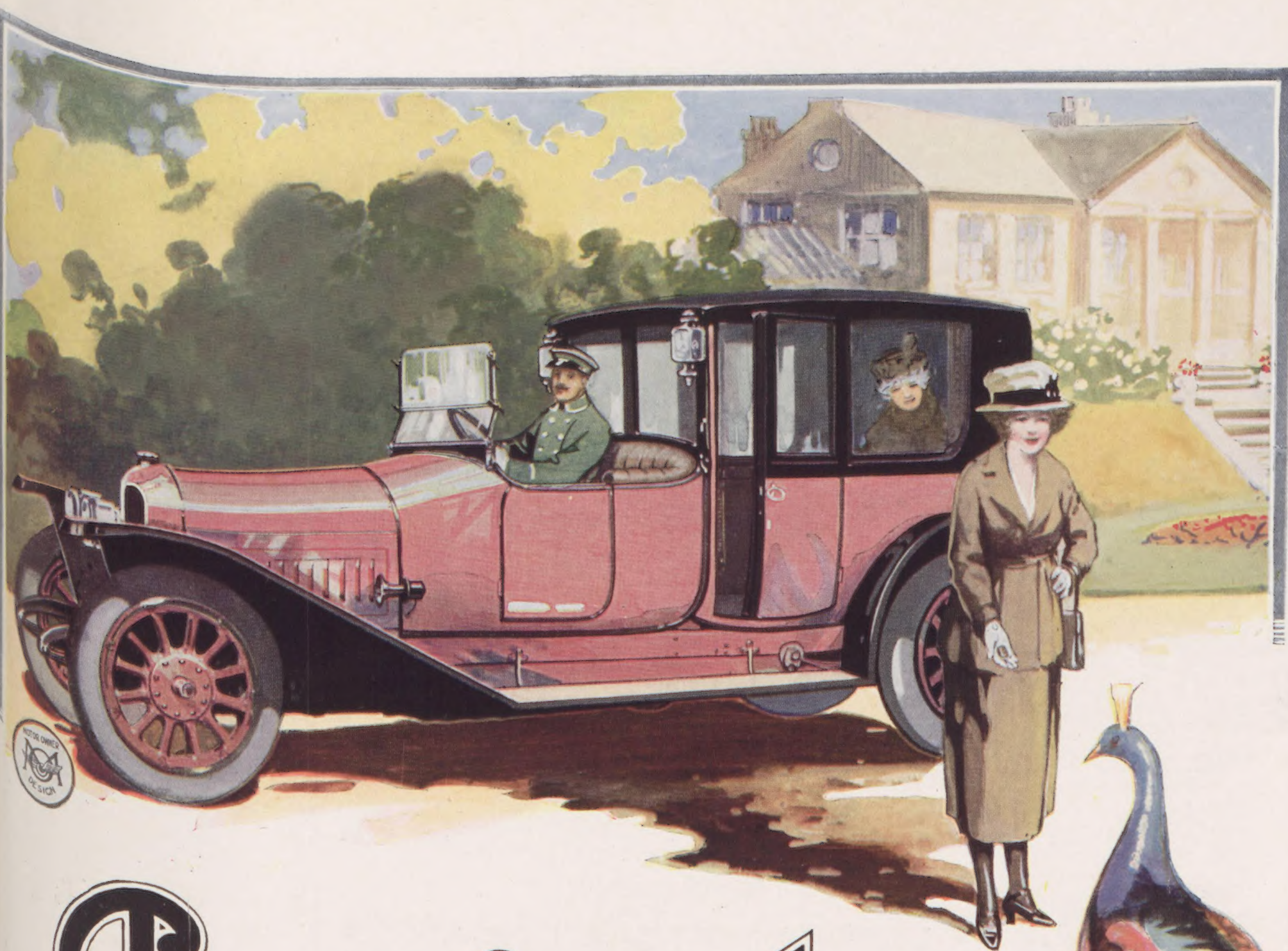


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Peugeot

"The Car of old reputation"

1921 MODELS

11 h.p. 4 cylinder 66 × 105

16 h.p. 4 cylinder 82 × 130

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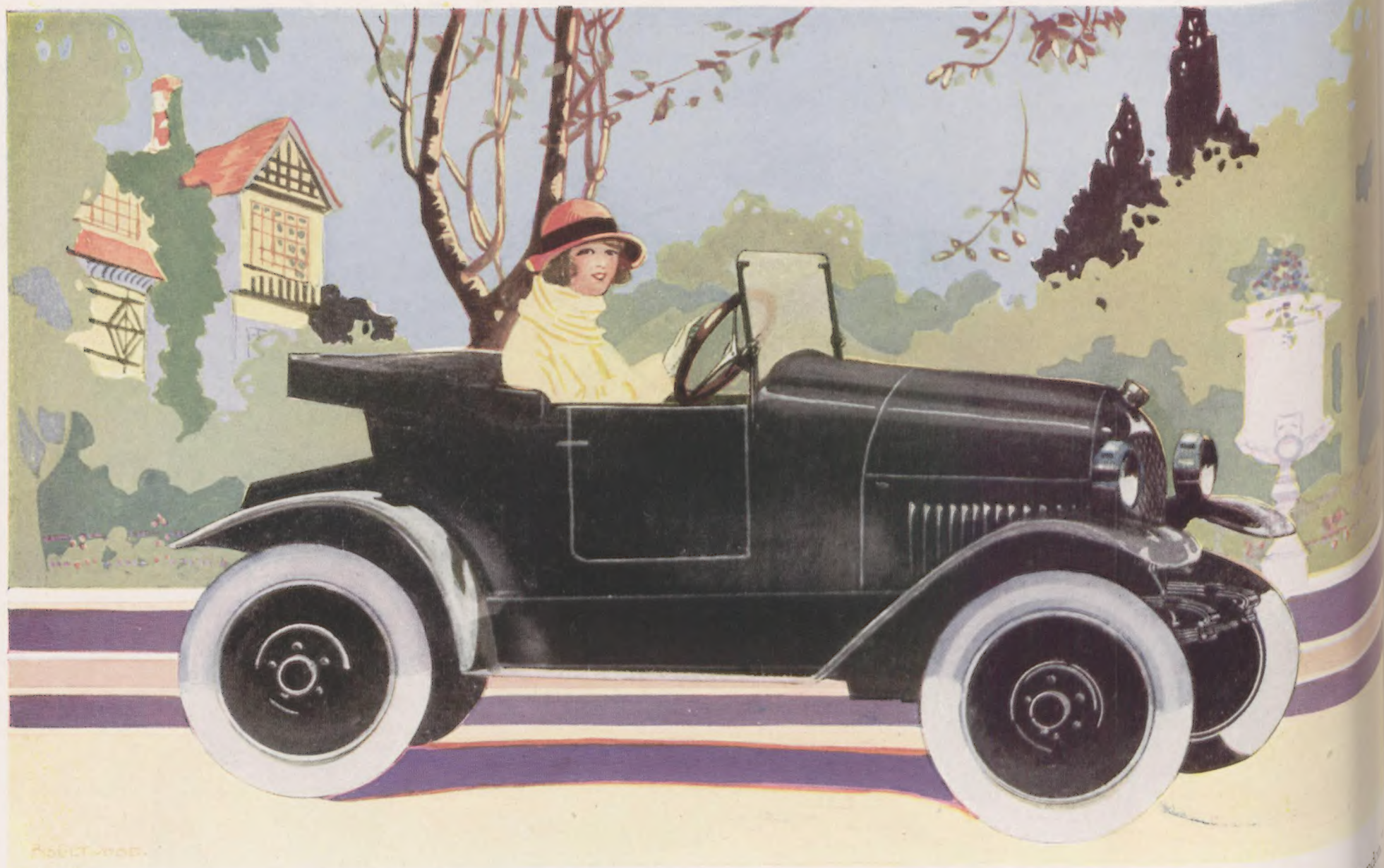
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QUEEN ALEXANDRA

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PRICE £285

ITALY'S FAMOUS LIGHT CAR

ENGINE : 8-10 h.p. V Twin Deeply Finned, Air-cooled by fan, 85 mm, 89 mm, c.c. 1000. High-tension Bosch Magneto.

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Opposite Strand Theatre

FOR ECONOMY, SPEED AND COMFORT IT IS SECOND TO NONE

1921 MODELS

IMMEDIATE DELIVERIES

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SHELL-MEX, Ltd., KINGSWAY, LONDON

The Motor-Owner, April, 1921

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The only Motor
Spirit sold



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Specification

THE National Benzole 10,000 miles certified R.A.C Trial has been pronounced by a Committee of Technical Experts the most meritorious performance of any certified trial under R.A.C official regulations for the year 1920 and awarded the 'Dewar' Challenge Trophy.

Now that you are paying your Car Tax on a
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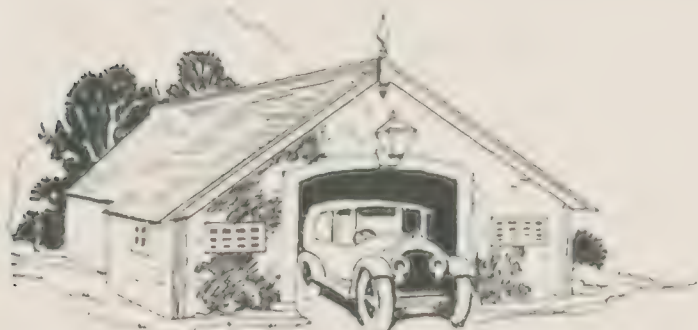
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*A Car
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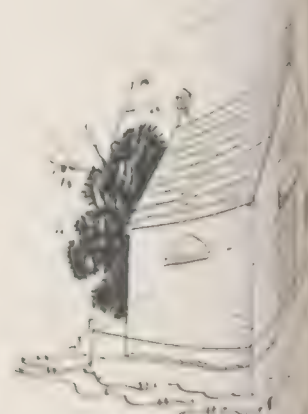
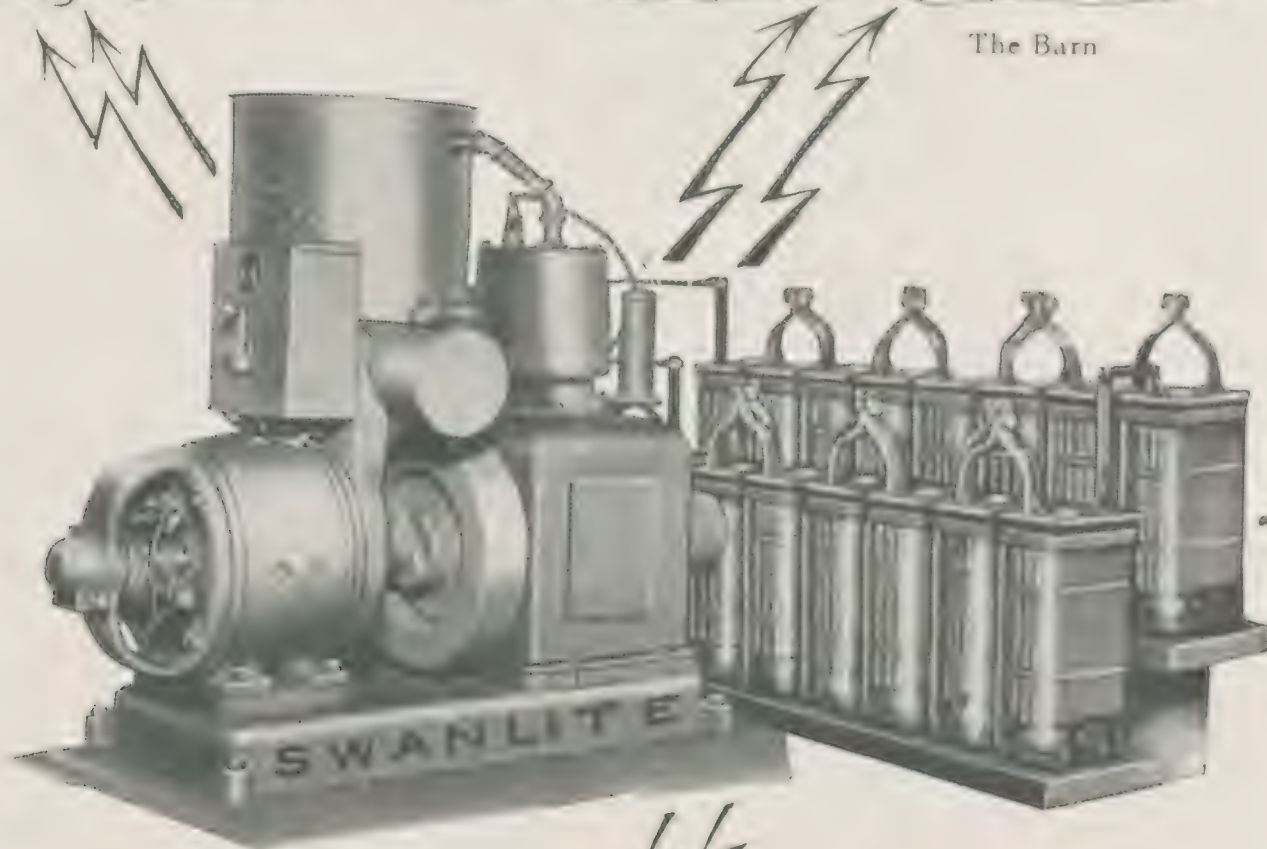
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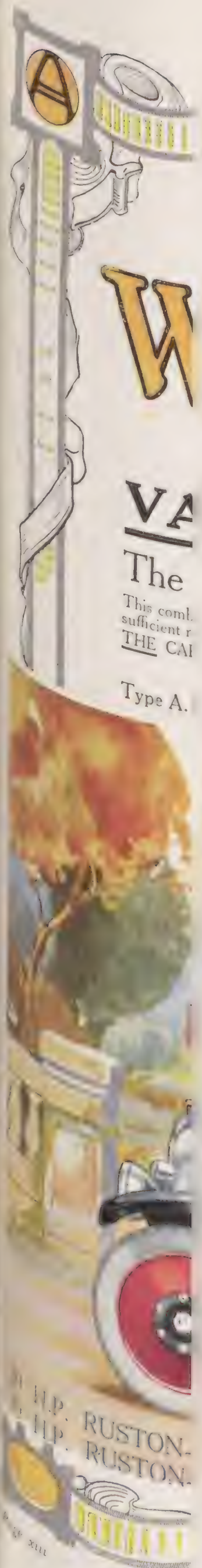


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(Fullest Equipment with both models).

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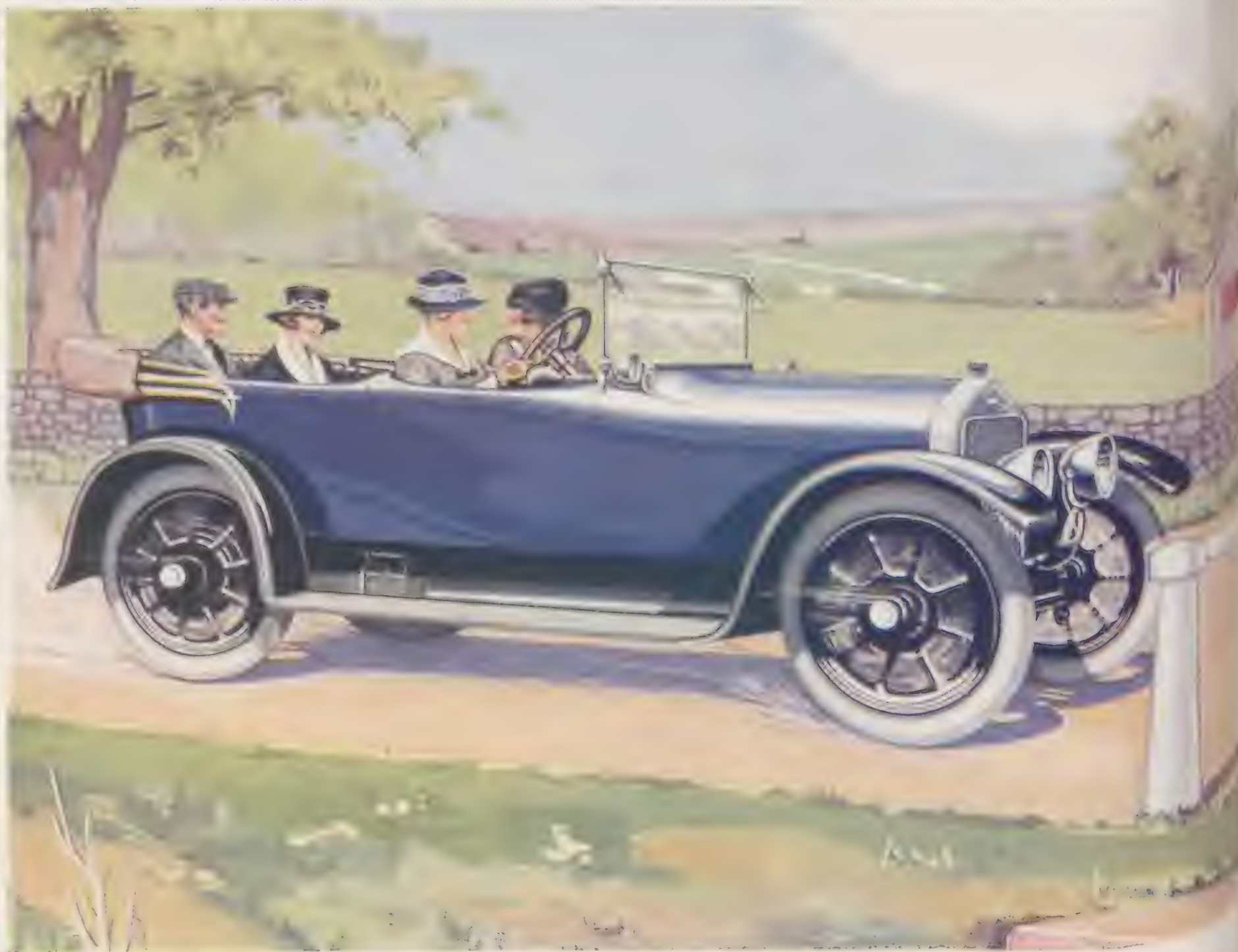
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"The Car that Combines Power with Economy"

THE REAL ANSWER to increased taxation and expensive petrol is provided by the new "Wolseley" FIFTEEN. Its extremely efficient overhead-valve engine gives one a sense of unlimited power either on hills or on the level, yet it is only rated at 15.6 h.p., and has a correspondingly low fuel consumption. On the roads of England, Scotland or Wales it will hold its own with the fastest touring cars made, no matter what their power may be, and its hill-climbing capacity is really astonishing.

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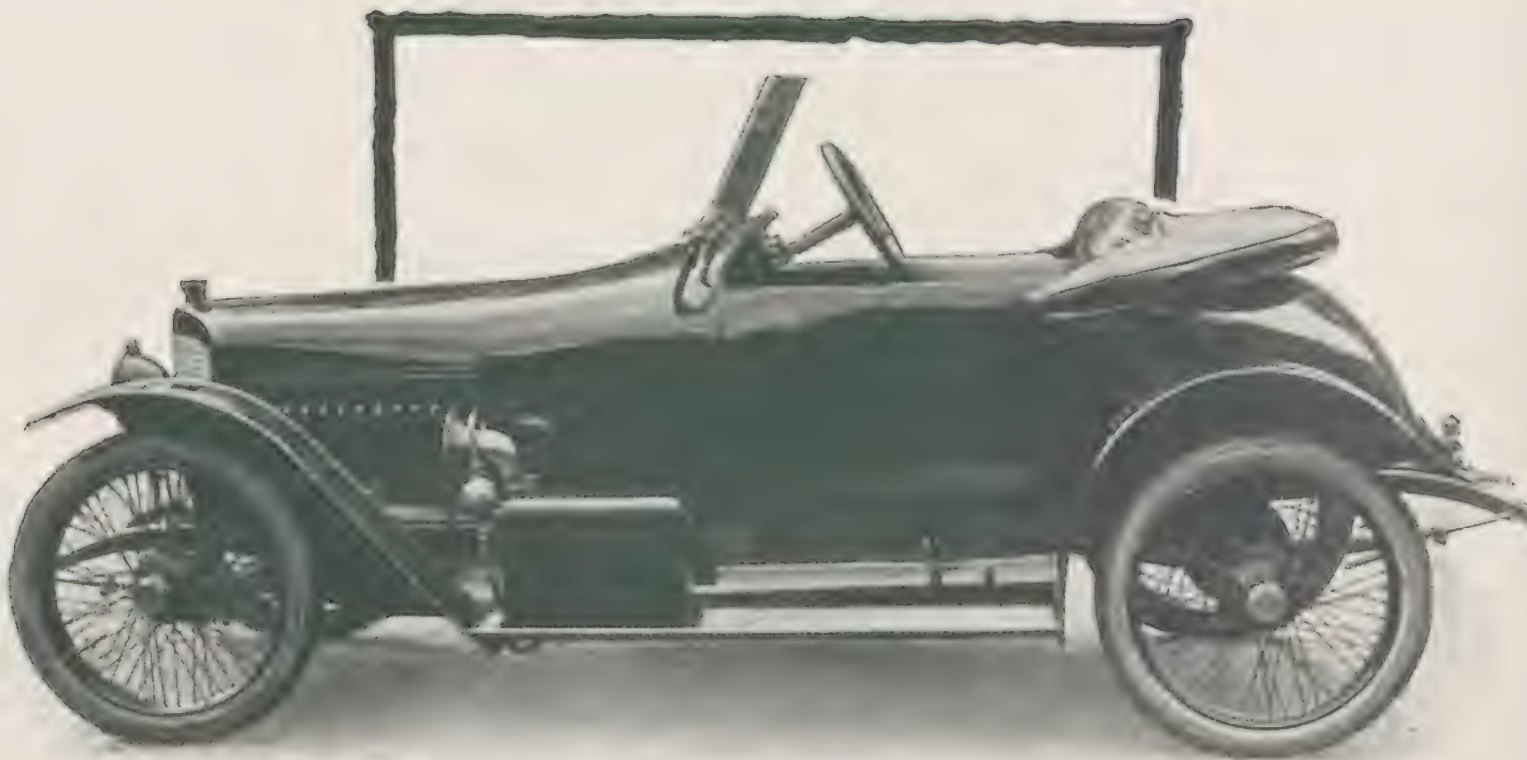
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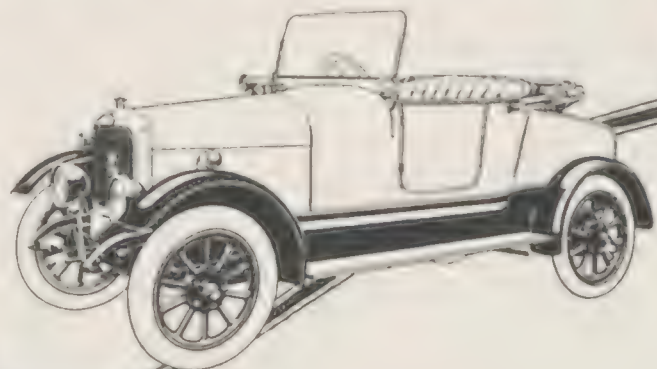
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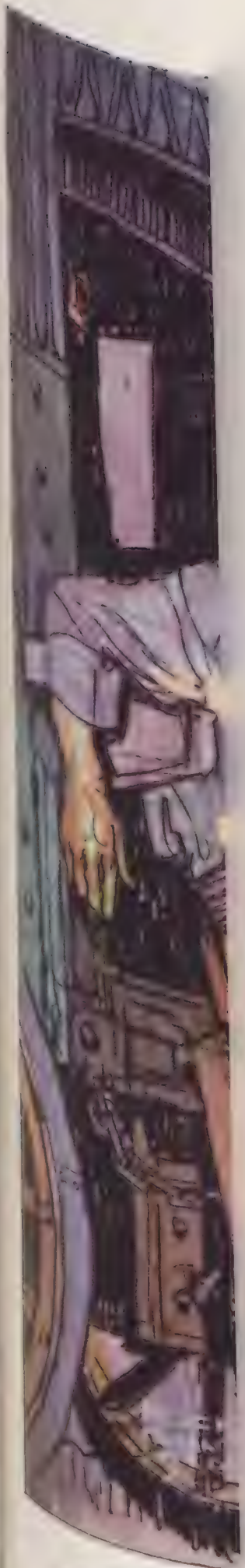
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12h.p. ROVER

THE favourite 12 h.p. 4-cyl. Rover has long been an excellent and typical example of British automobile design. This car is a delightfully happy medium, being extremely quiet and smooth running, and with a good modicum of speed on occasion, but at the same time being small enough to be light on petrol and light enough to be economical in tyres."

"THE TATLER" Nov. 11th, 1920.

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250 Guineas

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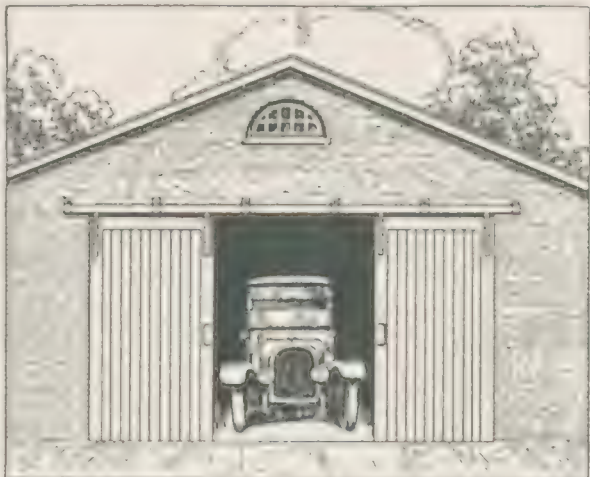
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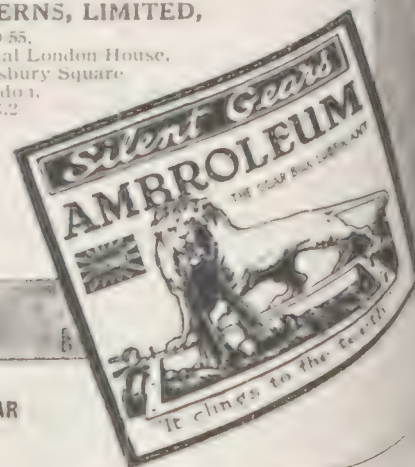
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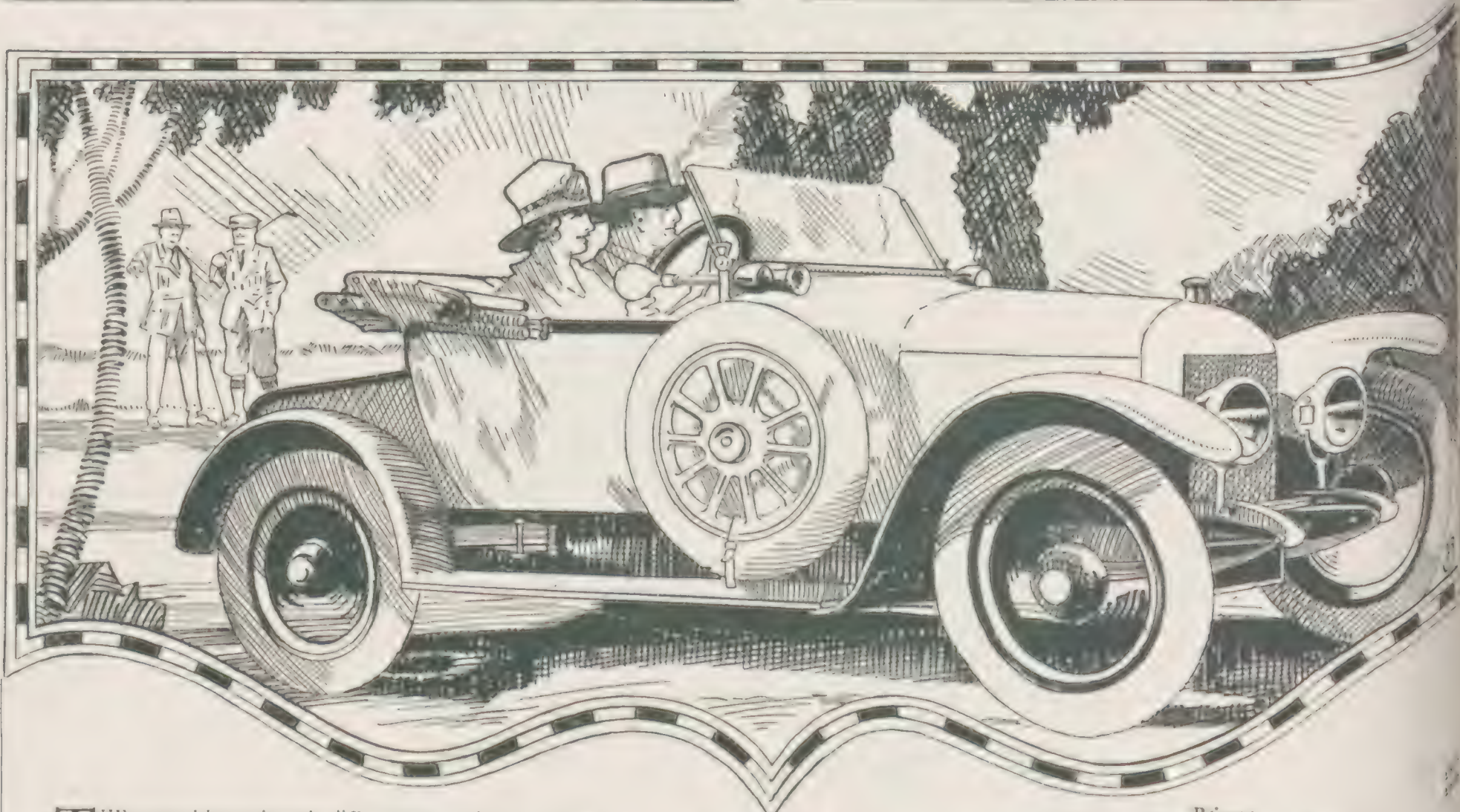
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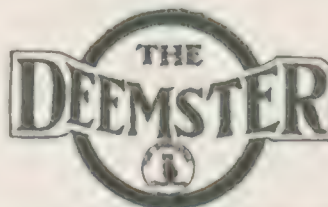


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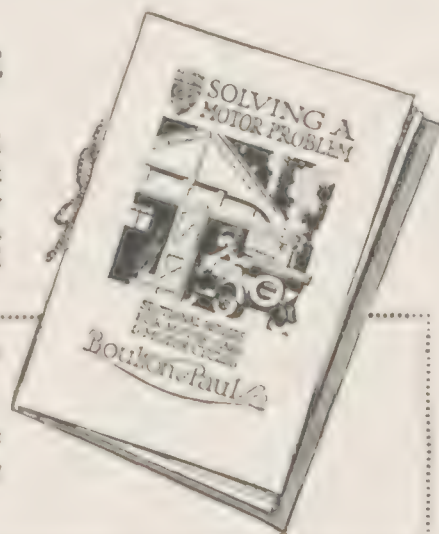
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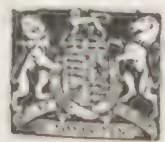
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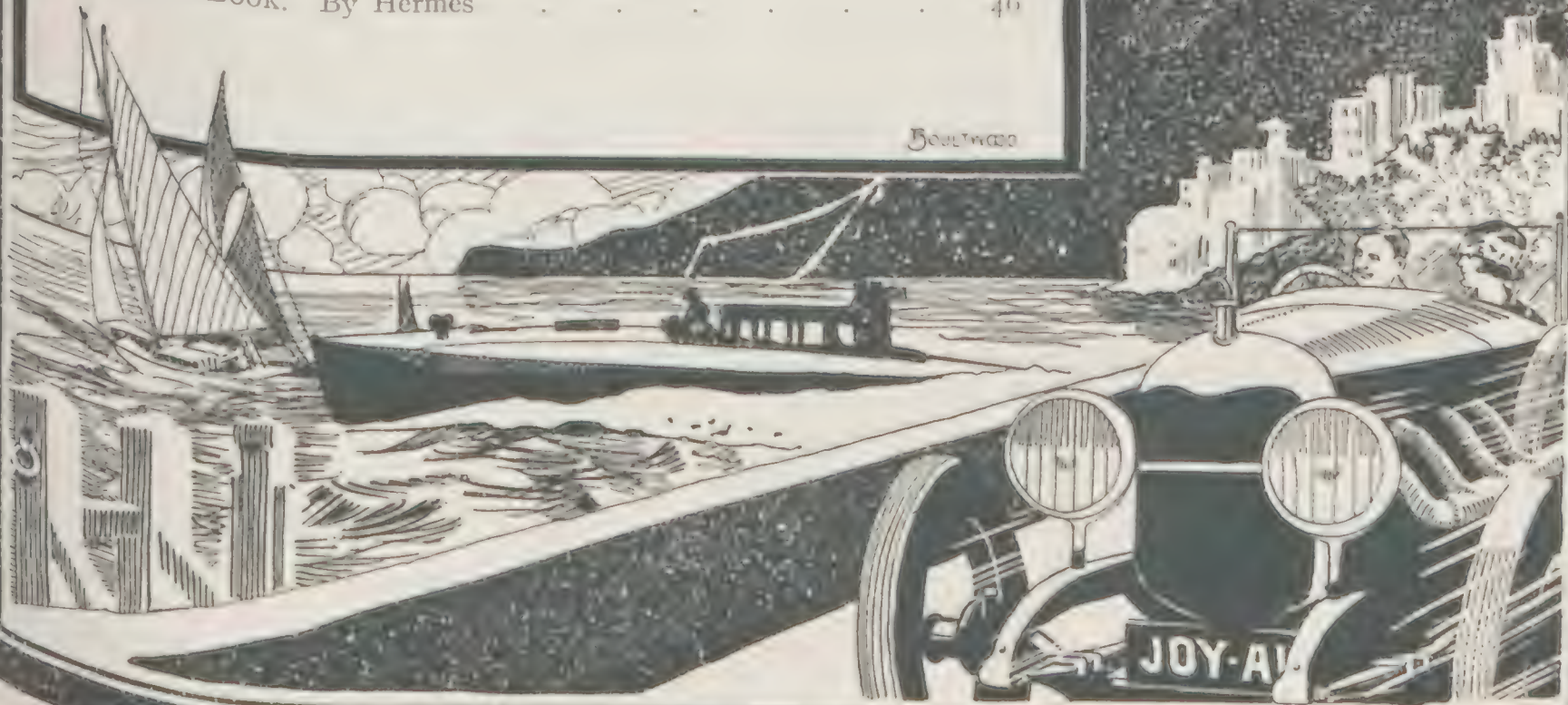
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furnishing
afterwards
in all sizes
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every size,
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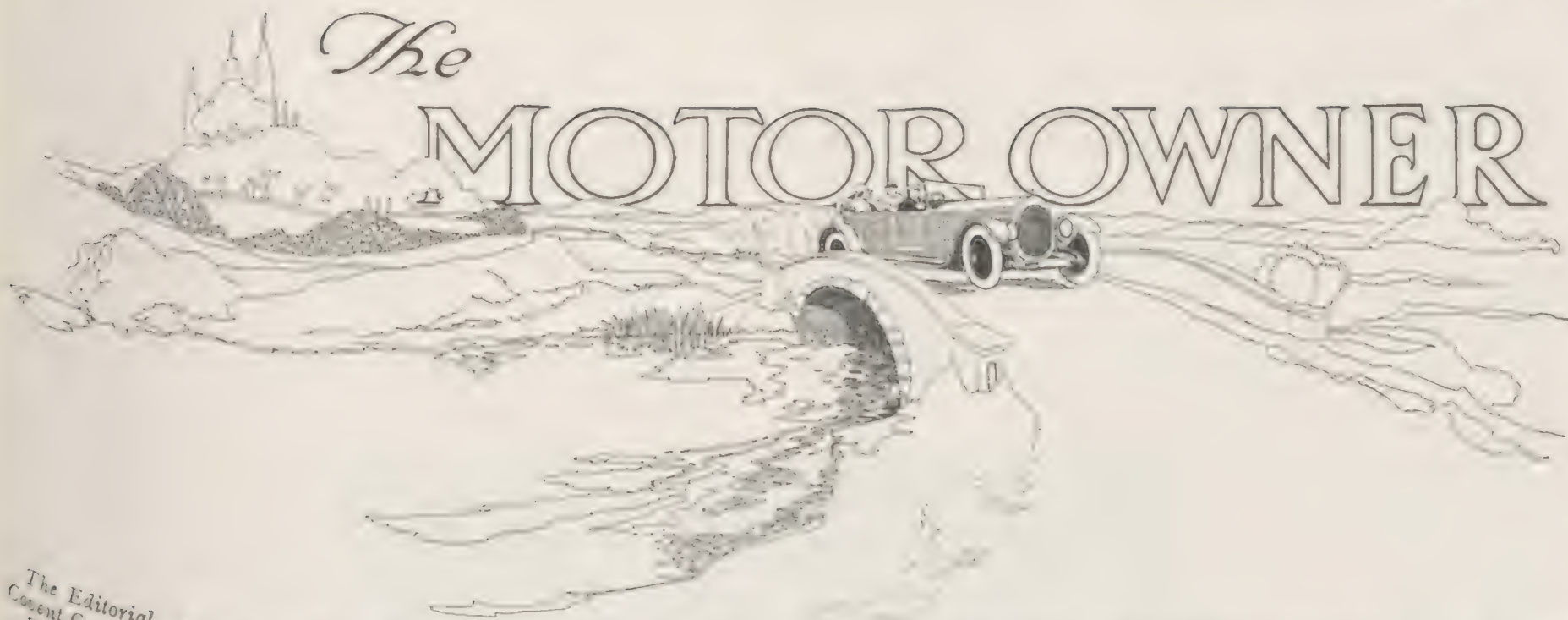


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The Editor will be pleased to consider contributions of special interest
to the car owner, provided they are of high quality and in every way

suitable to the magazine. Short illustrated articles are preferred, dealing
with any aspect of private motoring, either as regards touring or the
home management of the car. First-class snapshots of roadside scenes
or incidents are particularly desired. All photographs and sketches
should be fully titled on the backs and bear the name and address of
the sender.

Contributions should be addressed to the Editor of "The Motor-
Owner," 10, Henrietta Street, W.C.2, and should be accompanied by
a stamped, addressed envelope. While every effort will be made to
return them if unsuitable, the Editor cannot hold himself responsible
in case of loss or damage.

THE DROP IN CAR PRICES.
CAR prices are dropping right and left,
sometimes only a comparatively few
pounds, but sometimes a few hundred.

Motor-owners and, still more,
would-be motor-owners, are
asking themselves what it
means. Does it mean that the
industry is dropping out of the
bottom? Do the reductions
that have taken place indicate
that all prices will fall? In
fact, is this the time to buy,
or should one, more sensibly,
hold up one's order until a
condition more closely ap-
proaching stability has been
reached? In this connection a
little knowledge is dangerous—
dangerous to the industry in
withholding orders in num-
bers by no means to be
despised, and to the motorist
in depriving him of a pleasure
and a means of locomotion
which he might just as well
enjoy and use. For there is no
good reason why the man who
means to get a car should not
get it now. There is every
reason, indeed, why he should
seize the present opportunity.

The drop in prices is to a large extent merely
the swing of the balance. Prices have been
inordinately high—necessarily so in most cases,
but not in all. To satisfy the law of com-
pensation they may now drop
inordinately low, but they will
not stay so for long. Even-
tually we shall reach that stage
of stability that is so much to
be desired, but several more
swings of the balance may be
expected first. And it is more
than likely that several cars
one might name will be un-
obtainable at their present
prices a twelvemonth hence.



The Flat Racing Season has now commenced,
and has already provided some surprises.

PROTECTING THE PURCHASER.

The principal difficulty arises
in the case of the man who has
decided, after mature con-
sideration, that a certain make
of car will best suit his require-
ments only to find that this
make is one which has not
dropped its price. By waiting
a week or so, he thinks, he
may save £50 or so; and
consequently he waits. This
is not good for industry, and
to counteract the tendency
quite a number of firms have

issued a public guarantee that if they decide to reduce their prices before a certain date all purchasers of cars from the date of the announcement until that date will be entitled to a refund of the difference in price. This is eminently fair, and while it is not absolutely general, there is little doubt that an individual purchaser would have no difficulty in obtaining an assurance to this effect, even from a firm that has not made such an announcement. As it is natural that the motoring public should be prepared to exercise patience for the sake of a considerable economy, and as such a policy is materially against the interests of the industry, it does not seem too much to think that the Society of Motor Manufacturers and Traders might well issue a general assurance on the lines mentioned on behalf of all its car manufacturing and selling members.

THE CAUSE OF THE REDUCTIONS.

People are asking why motor manufacturers have suddenly decided, with a fair degree of unanimity, to reduce prices. There is no single reason; certainly there has been no marked drop in the price of labour or in production costs generally, but presumably a combination of individually small circumstances has brought about the possibility. And, as the matter is entirely to the advantage of the motor-owner, we see no reason to inquire beneath the surface. There is one point that should be borne in mind, however, and that is that a great reduction in the price of important material—of that class of steel, for instance, which is most largely used—would not necessarily affect the price of cars for quite a while. Nor will the withholding of orders. All ye who have orders to place, place them now. Let the manufacturer keep his works running full time on the most economical basis. Cover yourself against future price reductions by all means, but remember that the maintenance of output is one of the principal factors in economical manufacturing; and economical manufacturing is the only thing that is likely to bring about a sound and permanent general price reduction.



The Boat Race will have been decided by the time this number of "The Motor-Owner" appears—so we will not even hazard a guess at the result of this classic contest.

NATIONAL FUEL ECONOMY.

There may be a tendency among amateur motorists to regard the R.A.C. National Fuel Economy Trial—for which the entry list closed at noon on April 16th—as a contest which does not immediately concern them. While realising the enormous advantage, not merely to the individual, but to the nation, of securing a general increase of fuel economy, they may not realise that the trial itself, as well as its

results, is directly their affair. We feel that the trial would not be complete and its results would be less conclusive if there were not good representation of private owners among the competitors; and elsewhere in this issue it is pointed out that they need have no hesitation in entering on the score that they will be competing against professional experts and, consequently, have a chance of securing an award. In this particular trial such a situation is impossible. The entry list is open to everyone, and any one individual has as good a chance of securing one of the eighteen MOTOR-OWNER cups as any other. Those readers who are members of their county or district automobile clubs should get into touch with the secretaries without loss of time; otherwise, the Royal Automobile Club itself is the proper authority to approach.

OUR PHOTOGRAPHIC COMPETITION.

We have pleasure in announcing that with the appearance of this issue THE MOTOR-OWNER Photographic Competition is resumed, and the results of the first of the popular monthly events will be published in the May number. First, second and third prizes, to the value respectively of five guineas, three guineas and one guinea, are offered each month, and these take the shape of any article of use to the motorist which is selected by the winners. In addition six consolation prizes are awarded. It has been our endeavour all along to keep this competition as free from irritating restrictions and regulations as possible, and it will be found on referring to the full announcement on page 5 that this principle has been adhered to in the resumed contest. The only point upon which we insist is that entrants must be amateur photographers.

OUR PHOTOGRAPHIC COMPETITION.

An outline of the Conditions of this popular Contest, the first results of which will be published in the May "Motor-Owner."

READERS who are amateur photographers as well as motorists—and one doubts whether there is a household in the land which, numbering a car among its possessions, does not also count a "camera fiend" among its members—will be glad to learn that THE MOTOR-OWNER Photographic Competition is now resumed, and the results of the first event after the winter interval will be published in our May issue.

We are inclined to pat ourselves on the back. A photo competition in some shape or form is not a novelty, nor is it always by any means a success. The apathy with which the British citizen allows legal infringements upon his birthright of liberty extends even to the minor things of life—even, indeed, to photographic competitions. And there are on record cases where the proposal to hold such a contest has had to be abandoned.

Through no fault and, so far as we know, by no virtue of our own, THE MOTOR-OWNER competition proved from the first an amazing success. We know of quite a number of readers who are anxiously awaiting this announcement—who greatly regretted our decision to hold over the competition during those months when the average amateur could scarcely expect to obtain prize results.

Let us hope that the Easter holidays will suitably mark the opening of spring in the matter of weather. In view of the fact that many cars have been kept in dock during the past three months, only to emerge at a date subsequent to March 24th, we anticipate that this Easter will constitute the opening of the touring season to an unusual degree; and, this being the case, we hope that the camera will not be forgotten. At the date of the appearance of this number of THE MOTOR-OWNER shutters will have snapped many times and a quantity of potential entries for the May competition will be already in existence. But to those readers who have still to make their pictures we would give the advice that the element of sunshine and happiness will be very largely the deciding factor—other things, such as technical and artistic excellence and the possession of a motoring interest, being equal—in the May contest.

With the advent of May Day it may be presumed that the most pleasant period of the British year has really arrived at last. We want our May number to reflect the joyfulness

of the season—so let Spring, Sport and Sunshine be the keynote of the Photographic Competition, as of the whole number.

As to the conditions, although these are very nearly non-existent, we should explain, for the benefit of new entrants, the few regulations that must be observed. In the first place, and absolutely essentially, entrants must be amateur photographers. We do not much mind whether they make their own prints so long as they actually expose the plate or film themselves; but, incidentally, it is desirable for the purposes of reproduction that prints should be made on glossy paper, whether P.O.P., bromide, gaslight, or even self-toning.

There is no closing date for the competition, for the simple reason that photographs sent in too late for one month will be included in the next. Entrants who particularly wish to take part in the contest in any given month, however, can ensure inclusion by so posting their attempts that they are delivered at this office not later than the 10th of the preceding month, or the 11th if the earlier day happens to be a Sunday.

The number of attempts by one entrant is entirely within his own discretion, although in the case of a reader sending, say, three super-excellent prints worthy of all three prizes, we should reserve to ourselves the right to hold over two of his pictures to be judged with the prints submitted for the succeeding month. So extreme a case, however, is little likely to arise.

Prints should be suitably titled on the back, and should bear also the name and address of the sender in clear characters. We insist, also, that they bear the guarantee: "Amateur and unpublished photograph." The envelope should be addressed to "The Art Editor," THE MOTOR-OWNER, 10, Henrietta Street, Covent Garden, W.C.2.

The prizes, as before, will consist of a first, second, and third, and six consolation prizes each month. The three principal awards will be articles of use to the motorist to the values respectively of five guineas, three guineas, and one guinea, and the winners have the option of selecting any article they desire within those values. If they notify us of their requirements, the article will be obtained and despatched as quickly as possible.



The Land Gate, Rye.

THE AMATEUR MOTORIST

Points for the Private Owner in connection with

THE average amateur motor-owner has a not altogether unnatural disinclination to take part in any competition in which it may be anticipated that professional, and consequently expert, entrants will participate, and it is just possible that this attitude may to a certain extent militate against the complete success of the Royal Automobile Club's forthcoming National Fuel Economy Trial. The competition is unrestricted, and although entries from individuals only will be accepted, anybody—whether he be a member of the motor industry or not, may compete.

It is advisable, therefore, to point out to the purely private member of a local automobile club that in this trial expertness counts for very little, except in so far as the entrant competing with some special economy-securing device will use it to the best of his ability. In a hill climb, it is true, a win is secured almost as much by the skill of the driver as by the capability of the car, since without the former the latter would be wasted.

But in this trial one has simply to drive at a rather low average road speed—the minimum and maximum limits being respectively 17 and 20 miles an hour—with one idea in view: To use as little fuel as possible. The official regulations permit, for instance, of coasting down hills with the gear in neutral and the engine switched off, and while sometimes a certain amount of care is required to re-start the engine and re-engage the gears without stopping the car and thereby risking the loss of marks for an involuntary halt, this process should be well within the powers of the most ordinary of drivers. If he considers this risky, obviously the competitor will merely run down the hill with the clutch out and the engine just turning over—a matter merely of preliminary throttle-control adjustment.

The question of judgment enters into the problem rather than driving skill, although both are concerned in such a case as that of a steep, short hill which it may be possible to "rush" on top as an alternative to taking the gradient more

slowly on a lower gear. Now, which method of ascending the hill is the more economical? Frankly, we have our own ideas on the subject, and we are not going to express an opinion, since the whole question may be regarded as *sub judice*. If the first-mentioned alternative is adopted—which, of course, it would be in an ordinary, non-competitive run, there is the joy of a speedy ascent, with the corresponding disadvantage on succeeding stages of the competition run of having to kill time to keep within the speed limits. On the other hand, a good many people consider that an internal combustion engine, its modern flexibility notwithstanding, runs better and more economically at a certain not very wide range of "revs. per min." That is to say, it should be the aim of the driver, by the judicious use of gears and throttle, to maintain his engine revs. as nearly as possible at the predetermined, efficient and economical rate of speed. If the latter school of thought be correct, it is obviously more economical to change speed for that imaginary hill if the engine shows signs of requiring a lot more throttle to accomplish it at a reasonable speed "on top."

This question and many another is interesting to the amateur but enthusiastic motorist; and with a very little careful running beforehand he can obtain data which will place him, in the actual trial, upon as sound a basis as that of the expert of years standing. Moreover, it is primarily the amateur's concern. On whose behalf is this economy campaign being undertaken if not on his? That greater national fuel economy would entail greater national prosperity is an undoubted fact, but the first to benefit both directly so far as his out-of-pocket expenses are concerned, and indirectly in his business and even his status as a mere citizen, would be the ordinary owner of a motor-car.

This being the case, it is surely up to him to do something towards helping himself. The Royal Automobile Club and THE MOTOR-OWNER have devised a scheme which has every



The new 40-50 h.p. Napier embodies the super-efficiency and lightness bred of aeroplane experience, and makes a fitting basis for luxurious coachwork.

AND FUEL ECONOMY.

the Royal Automobile Club's Forthcoming Trial.

prospect of reaching a successful issue; and success in this case will provide a means for obtaining that national economy and national prosperity of which we have spoken. Success is more than probable even though the private owner went to extremes and held himself rigidly aloof from the very start. We feel, in fact, assured that success is inevitable, but it is essential to absolute completeness that the competitors in the trial should represent all classes of motor vehicle users—the amateur as well as the professional.

The only factor that is likely to deter the average "man at the wheel" from entering is that uncomfortable feeling of inferiority in the presence of the expert; but, as we have endeavoured to show, in the present case that feeling is unreasonable. Nothing more is required of the competitor running his own car in the trial than that he should drive just as usual—with the exception that he must keep ever before him the necessity for running his engine as economically as possible. If there is a mixture adjustment on his car he would naturally run with as "lean" a gas as possible. If he has an extra air valve, he would open it as much as possible, and probably in dropping down a hill would throw it wide to cool the engine.

Here again, however, is an interesting subject for preliminary experiment. Does it really pay to cool the engine down, provided the water is not boiling? There must be a certain definite temperature, just as there may be a certain range of crank-shaft speeds, at which the engine is giving its best. That temperature probably needs to be determined by experiment in every individual case; and we should say that the question has quite a considerable bearing upon fuel consumption in relation to performance. Such a point as this, however, is not one on which the amateur would be hopelessly outclassed by the professional, for the simple reason that it is not one that has been generally studied; and it might be that the amateur entrant who drives by a rev.-counter and thermometer in the light of his previous experience could just turn the trick in his own favour.

There appears, then, to be no reason why the private motor-owner should not take part in the forthcoming trial; and on the other hand, there are many reasons why he should. Every person who enters and competes will have performed an action of public value, in furnishing figures and results which, added to and studied in conjunction with other data, will make for the national welfare. Many competitors, naturally, will have to console themselves with this reflection, for everyone cannot win a prize. At the same time, it must not be forgotten that there is a remarkably complete prize list, although we *do* say it ourselves. We may repeat, for the benefit of those who have not seen previous announcements, that THE MOTOR-OWNER is putting up eighteen prizes for competition.

There will be three classes: for cars of 12 h.p. and under, of 20 h.p. and under, and of over 20 h.p., R.A.C. rating. Each class will be subdivided into two sections, one using petrol and the other benzol, the choice being open to the entrant, who must state his preference on his entry form. There will thus be six classes; and in each we are offering a first, second and third prize, in the shape of cups of an average value respectively of 75 guineas, 30 guineas and 15 guineas.

These cups, which have been specially designed for us by Messrs. Mappin and Webb, Ltd., silversmiths to His Majesty the King, will be displayed at the Royal Automobile Club, Pall Mall.

Finally, we may say that entrance forms can be obtained from the R.A.C., and must be returned to the Secretary completed in duplicate, on or before noon, April 16th, together with the entrance fee of one guinea. The intention is that the trial shall be held simultaneously on a certain day in various districts throughout the country, the local arrangements, of course, being in the hands of the provincial automobile clubs associated with the R.A.C. A regulation that should be given serious consideration, and more especially by amateur entrants, is that which applies to the fuel supply system.



The Lanchester car has always stood out as a vehicle of marked individuality, and the latest model retains most of its characteristic excellences.

AN ANGLER'S APRIL.—By HORACE G. HUTCHINSON.

Is not the Day of All Fools the Day also of the Wise Men?

GEOFFREY CHAUCER, writing of his own day and in his own delectable manner, tells us that "When that Aprille with his Showres swoote Hath" made flowers spring and small fowls sing and transformed grim winter into a season of pure joy, "Then longen folk to gon on pilgrimage."

And so, too, we of to-day—only, it is not so much to the shrine of the "holy blissful martyr" that we wend as to some remembered paradise of which a feature is a trout stream rippling down the moor-side or gliding placid between rich water-meadows. It may even be that fair stream which flows by the great cathedral city where the holy blissful martyr himself, Thomas à Becket, lies—the Canterbury Stour, a stream from the purest chalk source, up which, moreover, in Chaucer's time, came that strange fish the Fordwich trout, belauded by a lover and limner of English scenery, life and manners, only a little later and only a little less illustrious than Chaucer himself, Izaak Walton. The trout of Fordwich I take to have been either a bull-trout or a sea-trout—if, indeed, we allow a difference between the two. But these be shrewdly vexed questions: let us not fall out thus early on our way.

I write of April as the month of trout fishing, not forgetting that the salmon fisher is at his larger work. The spring salmon is a valiant fish: and the spring salmon fisher, even as late on as April in some inclement years, has need to be a very valiant man, so nipping and eager is the air in which the hands ply the rod, and yet more so the water in which the wader's feet and legs freeze. It has its moments which make up for all; but one has to recall them very vividly to cast out the chill image of the line going stiffly through rings encrusted with ice, and the feeling of that awful ache as the blood begins to course back into stone-cold hands.

These are fierce joys and strenuous toils that the salmon fisher may know in

April, but, after all, April is not his special month. He may be thus toiling and enjoying nearly year round, so different are the seasons on our salmon rivers, but April, though full early, is in a sense the trout angler's month. In Devon, and generally in the West, he may be at it a month earlier even.

And what is the best fly of all, if we should name one, on perhaps that best of all our English wet-fly streams the Herefordshire Teme? Is it not the March fly which strikes the call-note of the river a month earlier than April? But perhaps April, rather than March, is the month of this fly that is named for March. Even June, rather than the month before it, is the May date.

We should remember that Chaucer was an old-stylist when he wrote of his April, so that he had in mind a season beginning twelve days later than our Day of Fools, and expect it was by the same reckoning that these two seasons, of March and May, were named. But even now we may rate the day of all fools as the day of all wise men also—for who that is wise is not an angler? It is true that our chalk-stream trout are not in condition by then: I do not care to begin angling for them until the latter half of the month, for, though you put back carefully those that are still thin

after the spawning, the hooking and the handling do not encourage them to become ready rising and sporting fish later on.

But though we be not flogging the water so early we are already beginning to enjoy ourselves. We have taken down the rods, we have looked over the flies: we have bought or ordered any that were lacking—and many more besides—we have thought over each good fish which eluded us last year and which we hope to find, with several ounces added to his weight, in the same station this year, but less elusive of our more experienced skill: we have worked the rod in just that fashion which is going to

"The Spring Salmon fisher has need to be a very valiant man, so nipping and eager is the air in which the hands ply the rod, and yet more so the water in which the wader's legs and feet freeze."



the fly out to him so that no fish in the world, be he never so subtle and never so dainty, can possibly resist it. It is in these anticipated joys that so much of the total of delight consists. Even the deadly disappointments of the past hardly affect the reckoning, because of the happy prospect of making them more than good in the days just about to come.

Of course the question between the wet-fly and dry-fly fisher, as to whose is the better sport, is furiously vexed, though in respect of subtle skill the dry-fly man must excel, if he is to catch fish at all. The chalk-stream purist, whom the "chuck and chance it" describes as the "expert" of the unseen trout plucking at the fly, at his need of a closer knowledge of the trout's habits, and its favourite

perfectly; and as an angler one can hardly, with decent courtesy, let the above chance mention of the motor pass without paying a more dutiful compliment to all that this admirable invention has achieved in making our angling more pleasant, in bringing within our reach rivers and lochs scarcely accessible from Scottish lodges in the



old days of horse carriage, in taking us home, after a soaking day, in a quarter of the time that the horses would have needed, saving us many a cold, and letting us stay out just that half-hour later in which we were always so certain that the fish would begin to rise. For all this we bless the motor.

And on wet-fly stream and dry alike, apart from the actual catching of the fish, this April angling surely is the most fascinating of all the year. For one thing there is the joy of the sport that is perennially new with each successive spring. There has been no satiety to dull its edge. And then it is the season of Nature's most rich floral promise and most delicate performance, and, above all, it is the season of bird music at its fullest.

There is no songster that is not vocal now, and in best voice. The angler will not be up, after a hard day on the river's side, to hear the blackbird whistle up the dawn and the thrush follow him to give word

to all the rest, but he may fish through the "late lark singing" and until the nightingale startles the dark with its gloriously clear and rich notes suddenly flung out upon the stillness. Now the white ghost that we call the owl begins to haunt the meadows: the bats come down nipping the insects off the stream. We can no longer see our flies nor even the ring of a rising fish. The motor with its gleaming lights is waiting on the road—and so home, in pious agreement with the world's Creator, that it is "very good."

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fullest.*

places of resort, since he seldom sees it rise before casting the wilder character of the scenery into which his sport takes him—the cascading stream, with its quick ripples and deep pools, the combs and ravines, clad in beach and bracken and heather. He follows the burn up to the corries where the eagles nest. The other fellow, he of the dry fly, leaves the meadows and the fat cud. That is all very well, and the "other fellow" may retort that for the contemplative man's recreation the pastoral scenes are the more appropriate. But what, in these days of motors and other modes of ready locomotion, is to hinder a man from making the best of both these worlds—that of the wet-fly man and also of the dry? He may have his March Brown season on the Teme or the Devon rivers first, and then on to his Hampshire or Berkshire rivers for the May-fly, if he will, though for his own part I prefer the season of the olives and others of the smaller fly. Whatever his preference he may arrange to suit it



THE ESSEX MOTOR CLUB

AS showing how successful organisations have small beginnings, the Essex Motor Club's history is typical—it owes its origin to the fact that its two founders, Messrs. A. George Reynolds and Ernest J. Bass, who were keen cycling friends and members of the Beaumont Cycling Club, became interested very early in the then new pastime of motoring.

In the Gordon Bennett race held in Ireland in 1903, the gentlemen were both acting as assistant timekeepers. In 1904 they were motor cycling together on various occasions, their respective machines being a Bat and an M.M.C. Having successfully accomplished a non-stop run to Yarmouth and back—a rare feat in those days—they decided to form a club, this project becoming a *fait accompli* in September of the same year.

The opening function was held in March, 1905, and took the form of a motoring lantern show for which Mr. A. J. Van Hooydonk was responsible, the slides illustrating the 1904 1,000 miles trial, in which members of the Essex Motor Club were prominent.

The first General Meeting of Founder Members took place in April, 1905, and it is interesting to know that five of these members are still active—Messrs. F. W. Applebee, T. Ludford, and E. Varney, with Mr. George Reynolds, who was elected secretary, and Mr. Ernest Bass, assistant secretary, these two officials being indefatigable in working for the success of the club without a break up to the present time. Reference to our illustrations of the club's recent One-day Trial, on this page, will show Mr. Bass as organiser and Mr. A. G. Reynolds as timekeeper for the event.

The club's first Continental tour was undertaken in 1905, its itinerary including the Auvergne district of France, to witness Thierry win the Gordon Bennett race.

In other directions also the club was very active. Its first competition took the form of a 10-mile speed-judging test, held in 1905, when a member of the club, who as late as 1920 took part in the "T.T." race, "Pa" Applebee, was second.

In the early days Mr. George Reynolds was the proud possessor of a 3½ h.p. Benz, in which he



Officials at
A. M. Low and
R. Harveyson,
competitors.

Miss F. Reynolds,
Treasurer, and
Reynolds, Tim
the Essex Motor Club.

took part in the famous run to Southsea, arriving sixth. Curious to relate, the police at that period were not so friendly, the Woodford police asking Mr. Reynolds to be good enough to drive his racing Benz about so as to accommodate the horses to motor vehicles!

The first inter-club meet was with the West Herts. Taplow being the objective, a similar event taking place the same year with the M.C.C.

A very popular competition in those times was the "Clacton Penalty Run," which extended from Woodford to Clacton, every stop costing the driver 6d., the winner



The Essex Motor Club's Headquarters, The Castle Hotel, Woodford, at the start of the recent competition with which the season opened.



An experienced lady motorist, Miss Reynolds, who is the Hon. Treasurer of the Essex M.C.

taking the fines. The brothers Applebee ("Pa" and Walter) could always be relied upon to have plenty of tow ropes, and they were invariably required. On certain occasions there were regular relays of people in trouble, and one of the break-down gang would bring a man five miles or so, leave him by the roadside and return for another unfortunate. Indeed, it was quite a usual thing for competitors to get home just in time for breakfast and business, and rumour even has it that many members could not they dared!—tell of curtain lectures.

In 1906 appeared a fresh departure—the first hill climb, which took place on Lippitt's Hill and proved the wrong sort of Waterloo to only too many.

The honour of organising the first track race meeting must be awarded to the Essex Motor Club. It took place at Canning Town in 1906, when the club secured the two well-known French riders, Alexander Anzani (world's motor cycling champion) and Rene Thomas (champion of France). This was Anzani's first appearance in England. Well known in connection with Anzani engines, he had won the world's championship at Antwerp, and as far back as 1904 had covered more than 46 miles in the hour on a Quart de Litre motor cycle. To him was really due the introduction of small motors, and he had already decided to retire when approached by the Essex Motor Club to meet the English rider, George Barnes. He accepted. Unfortunately, Rene Thomas, in the hour race for the Du Cros Cup, presented by Mr. Arthur du Cros—now Sir Arthur—who was the first President of the club, met with a serious accident through his back tyre bursting, which resulted in his being in Poplar Hospital for several months. This accident so unnerved Anzani that he refused to ride against Barnes.

In the same year also the club originated the annual "Cripples' Outing"—i.e., taking crippled children to Epping Forest in cars and giving them an enjoyable day. To this kindly action has been added a Christmas tree and tea, the number taken in 1920 being 250.

In 1907 Lippitt's Hill was again the scene of the hill climb, and a great improvement was shown in the climbing capabilities of machines. The fastest time of the day was accomplished by Mr. E. J. Bass, on a 7 h.p. Peugeot, his speed being 55 miles per hour, which was considered wonderful in those days. Among the entrants were well-known names in the motoring world, such as T. Silver, O. C. Godfrey (who unluckily was killed in the war), W. H. Wells,

F. W. Applebee, R. M. Brice (who later specialised in hill climbs), A. G. Reynolds, F. Hulbert, J. van Hooydonk, Albert Brown, and G. F. Sharp.

In June of 1907 a 200 miles reliability trial took place, in which was incorporated a fast and slow trial, and it is interesting to note that one of the very earliest Ford cars took part.

In 1908, the year of the Franco-British Exhibition, the authorities approached the club, suggesting that it should hold a motor race meeting at the Stadium. This was done, and, organised by Mr. Bass, it was a big success, H. V. Colver winning the Du Cros cup for the hour race outright and doing 49 miles 220 yards on a 2½ h.p. Matchless.

Hill climbs and reliability trials have been a feature of the club since its inception, and for years an annual 24 hours trial to York and back had been held. In 1920 the committee altered this to Bala and back. The hill climb of the club, held early in each year, is now a classic event.

Practically all the best-known British drivers are members of the club, as witness the Brooklands meetings, four of which were held last year. To the Essex Club falls also the honour of holding the first post-war race meeting at Brooklands.

In 1913, when on a visit to Westcliff—at that time the promenade was nearing completion—Mr. Bass conceived the idea of speed trials along the front, and, after protracted negotiations with the Corporation, he organised the Speed Trials of June 25th, 1914. More than three hundred entries were obtained, and the venture turned out a great success. The war intervening, speed trials were naturally not held



The hard-working President of the Essex M.C., Mr. S. G. Cummings (on the right), conferring with the Hon. Organiser, Mr. E. J. Bass.



Prominent members of the Essex M.C., Mr. and Mrs. Allan Hill, taken at the "stand easy."

again till 1919. In the 1920 event entries amounted to 540, and as a mark of appreciation the club presented Mr. Bass with a magnificent Coalport coffee set at the dinner held after the event.

The club's success has been due to its possessing hard-working officials who have adhered to the club through good and ill. Mr. George Reynolds, Mr. Ernest Bass, Mr. Harold Fuller and Mr. Douglas Stuart have all acted as secretary, the latter being still in office after ten years' service; Miss F. Reynolds is the hon. treasurer, having succeeded Mr. Bass in 1914, when he volunteered for the war. Mr. S. G. Cummings has been President for the past ten years and is indefatigable in his efforts for the club's welfare. Their efforts have been ably seconded by a strong Committee, which includes Messrs. F. A. Applebee, "Pa" Applebee, F. Roberts, D. S. Parsons, B. S. Marshall, and C. E. Lovett. Very able assistance is given by Doctor Low, who, in addition to being a member, places his services at the disposal of the club as an official in the big events.

The club has deservedly achieved fame for the organisation of its events, and whilst its present controlling spirits maintain the enthusiasm which they put into the work, so long will the club be successful.

A very full programme is arranged for 1921, amongst important events being the hill climb on April 2nd, speed

trial (jointly with the Southend and District A.C.) on July 7th, and the Cripples' Outing, Gymkhana, and 24 hours meeting in September.

On at least three occasions members of the club have won the "T.T.", the blue ribbon of the motor cycling world, namely, Messrs. F. A. Applebee, O. C. Godfrey and T. C. de la Hay, while Ray Abbott, a late Captain of the club, was second one year.

The club has always supported the ruling bodies and taken an active part on their committees. Both Messrs. Reynolds and Bass have been on the Committee of the Auto Cycle Union, and previously the Auto Cycle Club, for the past 16 years without a break; they are also on the R.A.C. Associated Clubs' Committee.

ESSEX M.C. 1921 PROGRAMME.

BELOW is a fixture list of the Essex M.C.'s programme for the season. As a matter of fact it is not comprehensive, for a number of other events will also take place, of which due notice will be given to members.

- | | | | |
|-------------|-------|--|-------------------|
| April 2nd. | Sat. | Open Hill Climb. | |
| April 17th. | Sun. | Captain's Surprise Run. | |
| May 21st. | Sat. | Old Crocks' Hill Climb (Machines Supplied). | |
| June 4th. | Sat. | Gymkhana. | |
| June 25th. | Sat. | M.C.C. Team Trials. | |
| July 3rd. | Sun. | Run to Southend. | |
| July 7th. | Thur. | Southend Open Speed Trials. | |
| July 17th. | Sun. | Run to Burnham-on-Crouch.
(In conjunction with the Southend Club and the Ipswich Club.) | |
| July 31st. | Sun. | Picnic to Ashbridge Park. | |
| Aug. 13th. | Sat. | Essex Race Day at Brooklands. | |
| Sept. 3rd. | Sat. | Return Run with the Surbiton Club. | |
| Sept. 9th. | Fri. | 24 Hours' Trial, London—Baker. | |
| | 10th. | Sat. | London, 420 miles |
| Sept. 17th. | Sat. | Closing Run and Dance. | |



Hard work need not necessarily kill animation. At any Mr. S. G. Cummings does not appear to let his presidential duties tie themselves around his neck.

THE ALBERT CAR AND SERVICE.

A Vehicle which Worthily Represents a Notable British Class.

SEVERAL months ago an article was published in THE MOTOR-OWNER dealing with "Service: What it is, and what it ought to be"; and the general conclusion to be drawn was that there was room for very considerable improvement on the part of motor manufacturers and agents throughout the country. We admitted then that one or two firms had studied the question of service, and had adopted systems of qualified usefulness; but lately we have come into more intimate contact with the Albert scheme, and we can say frankly that this is so sound and sensible that it is a great pity such a plan should be limited to one make of car.

It is almost impossible to define exactly what constitutes Albert service, although the inclusion in the standard price of two spare wheels, complete with tyres, and an insurance policy covering the car in the case of accident within one year from the date of purchase gives one an inkling. One spare wheel is obviously of little use; in the case of a second wheel burst or puncture during a run—unfortunately by no means an unheard-of calamity—the old-time labour of replacing and inflating a tyre has to be performed in spite of modern improvements.

With regard to the insurance policy, this is a matter that every owner has to attend to; to have the work done for one is an obvious advantage, apart from the fact that insurance of the whole output of a particular make of car with one company more or less ensures fair treatment of claimants.

These are concrete examples of the operation of Albert service, but the words of Mr. G. G. Mitcheson, managing director of the Service Motor Company, Ltd., the sole concessionaires for Albert cars, are illuminative.

"Whatever a man wants, in reason, we are out to give it to him."

This is comprehensive; it not only indicates sound service, but, on the principle that the satisfied user of a car is its best salesman, it is good business.

One of the evil effects of the post-war boom in cars, if one can believe all one hears, is that owing to the absence of necessity to take any trouble to sell a car the art of salesmanship has been lost. It is an art that will be very quickly regained, doubtless, but in the meantime the value of real service as a selling factor is worth considering.

We were fortunate enough to have a trial run on an

up-to-date Albert four-seater recently, and, so far as a run of 50 miles or so is capable of showing one, we found the vehicle to be excellent in every respect. Our impression was that there is a considerable improvement as compared with earlier models, and, from a mechanical point of view, also a number of detail improvements have been made.

Albert springing has halfways been an outstanding feature, and, as a consequence, it is difficult to realise that one is riding in a "small" car. The roominess of the body, and the unusually good road-holding properties of the car, taken in conjunction with the suspension, support the idea that the car is a much more expensive and powerful vehicle than it really is. The Albert is not a fast car, although probably it could be tuned up for fairly high speeds, but it is essentially a car upon which a good average pace could be maintained. The responsiveness of the engine and the adoption of a four-speed gearbox make it interesting to drive—a car with which individual skill is an important point.

It must not be imagined from this that the driving of the Albert presents any difficulty; it would be impossible in fact, to find a much more simple vehicle, while all the elements of the control—clutch and brakes, pedals, accelerator and steering wheel—are not only light and easy to operate, but are most comfortably placed.

The eleven-point-nine is essentially a British development, and one can say without fear of contradiction that the Albert is a worthy representative of this most useful class.

Judging by recent appointments to its staff, the United Motor and General Insurance Co., Ltd., makes a point of having only admitted experts in its various departments. Mr. A. Gordon Oliver, for example, has been appointed assistant accident manager, a post to which he will bring valuable knowledge—for the last eight years he has been in the accident department of the head office of the London Assurance, prior to which he was attached to the Glasgow branch of the same corporation. Other appointments include those of Messrs. Stanley Polhill and Stanley Melling, both university graduates, the former being now assistant engineer at the head office, the latter holding the position of chief clerk at the Leeds branch of the U.M.G.I.



An Albert saloon—the last word in luxury; and a standard two-seater.

THE CALL OF THE SEA.

By P. J. MURRAY.

The rival claims of Paraffin and Petrol and some suggestions for minimising the dis-

advantages of the former. Some people, says the author, do not mind the odour!

A GOOD deal of discussion has been carried on of late concerning the relative values of petrol and paraffin as fuels for marine motor engines.

While admitting with Sir Roger de Coverley that much might be said on both sides, there are two points upon which paraffin is unquestionably superior, namely—safety and economy.

Admitting for the sake of argument that modern marine petrol installations are as safe from fire as the modern car engine, it must be conceded by even the most captious critic that, no matter how safe petrol may be, paraffin is a definite number of points safer.

I must confess that, at present-day prices, the economy effected by using paraffin as a fuel is not such a strong point as it used to be in the good old days. But while for short spins the difference may not be worth considering, when it comes to cruises of long duration the saving mounts up to quite a formidable figure.

There are, however, three serious objections to the heavier fuel which are urged by the advocates of petrol as being impossible totally to eradicate. On the strength of these alleged insuperable defects, they rule paraffin right out of the range of practical utility for pleasure craft. These defects are: knocking, inflexibility and, more important than either of these, smell. These shortcomings outweigh, in the minds of the fastidious, any advantage accruing from the use of paraffin as regards safety or economy. I will take these three objectionable features in the order in which I find them, and deal with them on their respective merits.

Knocking is a defect with which anyone who has run a paraffin engine is familiar; it is an extremely annoying one. I will dispose of it, however, in rather a sweeping

bility is in a large measure due to much the same causes as produce knocking. A very marked improvement is effected in flexibility when the cause of knocking is removed. I must admit, of course, that in cases where the vaporiser depends for its heat on the exhaust gases, running the engine dead slow for a considerable period is not feasible. Still, for all practical purposes I never found the paraffin engine fail to give adequate flexibility. This experience is based on practical tests carried out with many hundreds of paraffin engines. There is really nothing to worry seriously about on this head.

Dealing with the problem of unpleasantness arising from the smell peculiar to paraffin is quite another proposition, but it is far from being the insuperable obstacle that many objectors would lead us to suppose, as I shall endeavour to prove.

Antipathy to the smell of paraffin is largely a matter of individual taste. Personally, I must confess, to my shame be it said, that I do not mind it. There is a certain amount of charming variety in perfume from different grades of paraffin. In other words, there is paraffin and paraffin. I should like to apply to paraffin the same remark that was made by a famous Scotsman in regard to whisky: "None is it really bad, but some is better than others."

However, for those who cannot overcome their repugnance I am unable to suggest any simple solution of the difficulty.

The first step obviously must be to exercise re-

fashion by stating that it is cured in a simple way, not my intention in this article to dilate on how the be effected. I reserve that for some future occasion.



care in selecting only those brands of spirit which are least offensive.

The most potent causes of this trouble arise from defective tank installation and gross carelessness on the part of the engineer, be he amateur or professional.

To eradicate as far as possible annoyance from this source should be the aim and object of those to whom is entrusted the installation of paraffin sets—sound and strong tanks, tight unions and jointings are a first necessity. A deep and oil-tight tray should be fitted under the motor, extending well beyond the limits of the engine, not only fore and aft, but on both sides as well; it should be provided with a sump at the after end. This tray should be kept free from all accumulation of oil, water, and grease, by means of a hand syringe and bucket. If this is not attended to there is the obvious certainty of the contents of the tray splashing over the edge and finding their way into the bilges. The first duty of the engineer in charge is to keep this tray scrupulously clean. If this were religiously attended to there should be as little complaint from objectionable smell as there is from the use of the Primus stove.

In answer to a question which has often been put to me as to the suitability of motor or paraffin installations for particular requirements, I should like to lay down the general principle that, while for open launches there is no reasonable objection to petrol engines, in every instance where an engine is fitted in a cruiser of the enclosed cabin



*Maple Leaf V.
at speed.*

type, or is intended as an auxiliary for a yacht which is completely decked in, it is inadvisable to install any but paraffin sets.

As the marine paraffin motor has been brought to a high degree of perfection the intending purchaser need have no worry on the score of efficiency in choosing between one and the other.

YACHT HANDICAPS.

Interesting Scheme Adopted by the Y.R.A.

THE automatic scheme of handicapping proposed by Mr. Fife and adopted by the Council of the Y.R.A. at their last meeting may read simply. Its practical application, however, would appear to have innumerable, possibly insurmountable, difficulties.

Imagine two boats equal in respect of racing qualities. It would be ludicrous to suggest to the practical yachts-

man that they will "dead-heat" in every race. The conditions of yacht racing are such that one is bound to finish ahead of the other. In a case such as this it would be obviously absurd to tax the winning boat. Yet that is actually what would happen under Mr. Fife's automatic system.

The function of the handicapper is to bring competing boats, each of various speed capabilities, to start on even terms—at least, as far as is humanly possible. To attain this end an intimate knowledge of the speed qualities of every competing vessel is an essential.



A motor launch that is remnant of yachting.



THE POWER & PERFECTION of PACKARD

EVERY country possesses its highest grade automobile product. Most countries claim an internationally best achievement. Admitted in its country of origin to be *facile princeps*, in the first category, and a keen competitor for international honours in the more exclusive challenge, the Packard is unquestionably a car of power and perfection. Our practical test left no doubts on this subject. We must confess that in our previous ignorance we had wondered whether twelve cylinders was a "stunt" or theoretic advantage, as opposed to one of real practical incidence. We are wiser now through our more extended road experience.

The Packard V-type twin-six or twelve-cylindered engine is the expression of ultimate suavity in power output through the internal-combustion generation of power. Its silky vibrationless torque-effort is akin to the peculiar charm of steam at its best. There is nothing of the "stunt" idea in the adoption of the twelve-cylindered engine by the Packard company. One quickly appreciates that it is a studied policy—a policy of perfection.

We were asked to make a special point of closely studying the Packard suspension system. We decided, therefore, to get out of London over the execrably pot-holed surface which now represents what should be the Edgware Road. Owing to the geographical *locale* of certain well-known golf courses, it falls to the writer's lot to make this journey frequently at week-ends in either his own car or in others which may be the subject of practical test. Consequently the vile nature of this bad stretch of war-despoiled surface presents an excellent medium for comparative observation. It is no exaggeration to say that when on the Packard one could conscientiously believe that the road had been magically relaid during the night. That sounds like an exaggeration. It is not.

To resume, and to continue our trip, conversation turned to the mass of manufacturing sites which have grown up in that locality as a result of the war. One of our fair passengers waxed eloquent as to this added defect of London town, voicing the opinion that one could not get to the country without going "miles and miles and miles"—whatever that may indicate to the charming indefiniteness of the mind feminine. As a matter of fact, many London folk share a somewhat similar view, erroneous though it be.

As a matter of fact, a mile or two along one can turn off the Edgware Road and strike country conditions almost immediately at Whitchurch, or Little Stanmore, as it is sometimes called. The church on the right (three-quarters of a mile after leaving the main road) is both historical and interesting. It is a plain Georgian building with a Tudor

tower, but its interior is of uncommon richness—200 years ago the then Duke of Chandos used to hold his levees here in state, and employed the immortal Handel as organist. The organ is still to be seen, and its beauty of Grinling Gibbons carving merits inspection. The churchyard also contains some pictures by Bellucci and Laguerre, whilst in the churchyard may be seen the tombstone which marks the grave of the "Harmonious Blacksmith," a certain John Powell, who died in 1780. Whitchurch is one of the most interesting of the several beauty oases in the immediate vicinity of London. It is but eight miles from the Arch, and is well worth visiting by passing motorists normally "pass" in thousands week by week, unaware of its existence.

We do not propose to take you through the details of the Packard chassis. Its reputation is such that one or less takes it "as read." What is there, is there for a reason. The manufacturers can find nothing better to put in. However, there is one little detail which is exclusively Packard—charmingly intriguing in its call to one's appreciation of ingenuity. We refer to the fuelizer. This is a device which gives a flow of gas to the engine and a warm induction chamber a few seconds after starting up.

Though simple in the extreme, the fuelizer was a clever innovation on the part of the inventor, which may be. Quite briefly, the scheme of operation follows:—The main pipe leading from the carburettor to the engine is surrounded in one place by a small combustion chamber—combustion chamber sounds peculiar, but it is accurate. Picture for the moment, therefore, the main take pipe of the carburettor surrounded by an annular chamber. Leading from this annular chamber there is a by-pass from the carburettor, which contains a minute quantity of petrol vapour thereto. This annular chamber there is attached to a sparking plug communicating between the annular chamber and the main gas intake of the engine there is a hole.

The action is now or less self-explanatory. When the engine is running slowly a minute quantity of petrol vapour is drawn to the annular chamber, is ignited by the sparking plug, and thus becomes a super-heated dry mixture. The suction leading the gas through this by-pass, however, is effective on a port just below the butterfly valve in the carburettor. Consequently when the engine is hot the suction on this port is negligible and the gas naturally takes the line of least resistance. Thus the fuelizer is automatic in action, and is only operative when the motor is starting up or running idly.



The super-excellent Packard Twin-Six.



The 1921 Model ROLLS-ROYCE

“As an absolutely perfect road carriage, judged by the highest standard of one's knowledge and experience of to-day, the ROLLS-ROYCE justifies all that its most eloquent admirers have said: ‘The 1921 ROLLS-ROYCE is the finest production I have ever driven.’”

—Mr. S. F. EDGE, in “The Auto” Dec. 23rd, 1920

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The Motor-Owner, April, 1921

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(Back of Charing Cross Hospital).



GIVE THE CAR A CHANCE!

A modern car does not demand a lot of attention, but there are certain things that **MUST** be done if it is to have a fair chance to justify its existence.

"The Blank car completed its 25,000 miles' trial without an involuntary stop, and at the conclusion thereof the cost of repairs and renewals to restore it to new condition totalled 3s. 5½d."

THAT, or something very similar, is what we expect of our cars nowadays; but except in isolated instances it is not what we get. Some remarkable public performances of endurance have been put up; but is it fair to demand constant service from a piece of inanimate mechanism without giving

it a certain amount of attention? The amount of attention required by the modern car is very near the irreducible minimum, but it hasn't reached vanishing-point. There are certain things still that must be done to give the car a chance to justify its maker's reputation.

It is a frequent supposition that the better the make of car, the less attention it will require, but to act up—or down—to it is more or less to bring all cars down to a common level of mediocrity. Is the point a



The tyres are a part of the car—give them a chance, too! Pick out flints and nails and fill up the resultant holes, and they will carry you half as far again.

trifle obscure? Well, then, to explain: A bad car *has* to have a certain amount of attention to run even moderately well; a good car, because it will run, and continue to run, moderately well with no attention at all, is consistently neglected.

Rather disheartening from the point of view of the good car's maker, is it not? Hence we get elaborate service and inspection schemes, having a close connection with the terms of the guarantee—an endeavour, in fact, to ensure that at least the irreducible minimum of care shall be given to the good car as well as the bad.

The trouble is, that in the small space bounded by a car's wheel base and track one has a complicated mass of machinery of various types which, if the composition were anything but a motor-car, would require three or more engineers, skilled in different branches of their work, to understand thoroughly—an electrical, a mechanical and a hydraulic expert—but which, nevertheless, is simple enough for a child to control. So far as mere control is concerned, the car presents scarcely more difficulty than a—well, a pinola; consequently, people with no mechanical aptitude whatsoever manage to get quite good service from their cars. And, so long as the car will run at all, they let it run.

Look at the matter in another light. You pay a thousand pounds or so for a house. One night a gale lifts a few slates off the roof. The house is still habitable, but you know that

in course of time the damage will spread; so it is repaired immediately. But your car runs all the winter with unprotected springs, we will say, and, so far as five owners out of six are concerned, the only time those springs are cleaned and re-lubricated is when one breaks or the car goes into dock for general overhaul. The tyres run a couple of thousand miles without a puncture; does the average owner-driver periodically jack up the wheels, wash the tyres, remove all the bits of flint and hob-nails and fill up the cuts? He does not; and his tyres, although they may have behaved themselves remarkably well up to a point, will give out completely two or three thousand miles earlier than they need have done. He will run suddenly into what he will consider a bad patch of tyre luck; for a week or so, until he gets a new set of tyres, he will never be able to go out without having trouble, and he will get fed-up with motoring.

A friend will say: "Hullo! what are you doing at home to-day? I thought you always went out on the car on a fine Sunday?"

"Oh! I'm sick of the car—had nothing but trouble lately!" he will reply.

And the friend will naturally think it looks rather bad for that particular make of car. If he is not an experienced motorist, and if it happens to come out in the course of conversation that the trouble has been entirely with tyres, an incipient intention to acquire a car may be—to mix the metaphor—nipped in the bud.

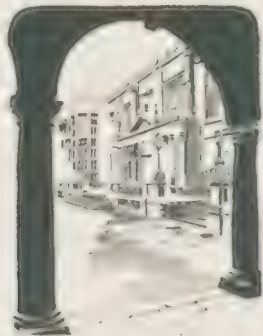
The position, as a matter of fact, is rather difficult. From a mechanical point of view no person who has neither knowledge of nor liking for mechanical matters should be allowed to possess a car except under certain definite rules as to competent maintenance—an undertaking to hand the car over for inspection and attention at certain given mileage-periods, for instance. But from a broader view-point we do not want to limit the use of motor vehicles in any shape or form—it is desirable, rather, to encourage that use in every possible way.

The purpose of this article, therefore, is to point out that anybody who is medically fit can drive a car; but that ownership involves certain responsibilities.

The things that must be done to keep a car at the top of its form are mostly so simple that no particular aptitude is required so long as one knows that they should be done—and that is the reason for a great deal of the general neglect to which cars are subjected.



This brake adjustment is situated in a sensible position. If your car is not so well equipped it's hard luck, but no reason why the brakes should be neglected.



TRINITY COLLEGE

To visit one of the Old Universities is like stepping into the shoes of one of Sir Walter Scott's heroes, so placid, so other-worldly is its atmosphere. In the collegiate community nestling on the banks of the lazy Cam one finds an erudite-tinged atmosphere.

TRINITY, as it is called locally, but more properly Trinity College, raises, it may be boasted, as much interest among strangers as any other building or group of buildings in Cambridge, perhaps more. Many things contribute to this, chiefly its size. For it is the largest collegiate foundation in either of the sister universities of Oxford and Cambridge, whether one regards the number of its present members, its extensive buildings or its property.

To these might be added the number of great men who have been students within its walls. But never, and the same applies to all other colleges in the town, has Trinity been more vigorous than it is at present. Having slept during the long years of war, it now overteems with undergraduates. Though forsaken by all its younger members in that grim period, it found much to do, first as a military

hospital, and afterwards as a training centre for those of the ranks wishing to become officers.

The college as it now stands began its existence in 1546 for in that year it was founded by Henry VIII, who joined into one many smaller establishments. Among these were Michael House, founded in 1323 by Hervey de Stanton, Chancellor of the Exchequer during the reign of Edward II., and King's Hall, founded by Edward III. in 1336. Before these there were seven smaller hostels.

There is, however, evidence of the existence of a body of twelve scholars and a master or warden, known as the King's scholars, and supported by Edward II. so early as 1316, though they possessed no building of their own, and lived in hired apartments. These, then, were the beginnings, which through the care of many benefactors have grown into the present-day Trinity College.

Most visitors enter the college through the Great Gate, which is the nearest to both the town and the station. But a lovelier approach is through the back gate and along the avenue of tall elms. Of the several gates of the college the Great Gate is the most ancient and noble. It was built between the years 1518 and 1535 as part of King's Hall. The first thing which strikes the stranger is the peculiar arrangement of a large and small gate, instead of the usual wicket in one large gate. Between the arches and the lower windows are the shields of Edward III. and his six sons. Above the shield of the King is a statue of Henry VIII.; this, added in 1615, is one of the many alterations made by Nevile, at that time master of the college.

On the west side of the gate are three statues, erected to James I., his queen, Anne of Denmark, and Prince Charles, to commemorate their double visit to the college in 1612. They overlook the Great Court, said to be the largest area in Europe entirely surrounded by buildings.



Above: The Great Gate of Trinity College, "Redolent History that is Laudable."

A very distinctive feature of Trinity College, Cambridge. The Great Court, the largest enclosure in any collegiate foundation in the British Isles. (Below.)

CAMBRIDGE.

hallowed by the glorious past, yet mingled with the strenuous claims of all-conquering youth. Despite the ravages of the Great War, Cambridge is once again at her best, peopled with undergraduates, whose numbers are unprecedented.

Between the Great Gate and the chapel are the rooms occupied by Sir Isaac Newton during the last twenty years of the seventeenth century and the rooms where Thackeray and Macaulay "kept" while in residence.

The Chapel, finished in 1564, is built in the perpendicular Tudor style, but the woodwork in the interior dates from soon after 1700. The wood-carving above the stalls was for long thought to be the work of Grinling Gibbons, but is now attributed to Woodward. In the ante-chapel are statues of famous members of the college by such celebrated sculptors as Roubiliac in the eighteenth century and Woolner in the nineteenth century.

Most of the stained glass in the windows of Trinity Chapel is but fifty years old. Wall paintings between them represent characters of the Old Testament, and the windows represent worthies who played an important part in the history of the Church, beginning with the disciples of Christ. The subject of the altarpiece is the Triumph of Christ. The floor, in black and white marble, is of a rather pleasing design.



The cool stone bridge that spans the placid Cam.

Where many "Giant Intellects" have refreshed. The Hall, from the High Table.

The gateway to the west of the chapel is known as King Edward's Gate, and his statue may be seen above the arch. The gateway was pulled down and rebuilt on its present site in the year 1600. Halfway between this tower and the fountain is an ancient sundial. The Fountain, much restored, was built in 1602 by John Nevile, before mentioned, and is a most beautiful specimen of Renaissance architecture. The conduit, over a mile long, which supplies it with water, was laid by Franciscan monks in 1325, and made over to the college by Henry VIII.



The south side of the Great Court is enclosed by a low range of rooms, similar to those beside the Great Gate, with the Queen's Gate opposite to King Edward's. This also has a statue, of Queen Elizabeth, and was built in 1503. The lowness of the buildings surrounding the Great Court, makes it look, in effect, much larger than it really is. They are on the whole rather pleasing, the doorways in some cases not being above six feet high. On the west side are the Master's Lodge, the Hall, and other rooms of a much later date. The Lodge is similar to the other buildings of the court, except that it has a fine old Jacobean porch.

The Hall was built by Nevile in 1604. It is entered through the beautiful Renaissance porch at the east end of the Screens (*i.e.*, the passage which separates the Hall from the Kitchens and Buttery). The Hall is an exact copy of the Middle Temple, London. It is well lighted with windows, oriel, and a lantern of exquisitely delicate design. Many of the windows contain heraldic stained glass, chiefly the arms of benefactors. The walls are hung with the portraits of worthies of the college, and on the north wall (at present under repair) may usually be seen the portrait, after Holbein, of swaggering Henry the Eighth, mimicked by Reynolds in his portrait of a young actor. Here the members of the college necessarily dine and may take other meals if they like. The curtained doors at the lower end lead to the Kitchens and Combination rooms. The latter, built towards the close of the eighteenth century, are interesting only for the portraits they contain; that of the Duke of Gloucester is by Romney.

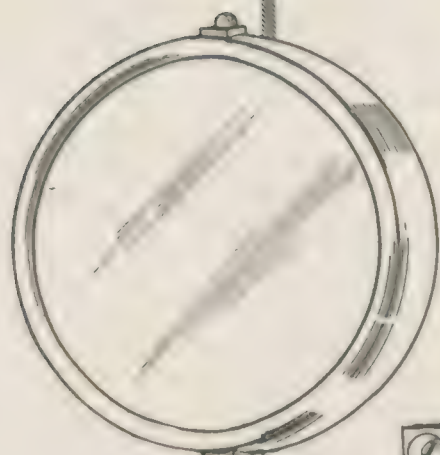
The west door of the Screens leads into Nevile's Court. It was built in
(Continued on page 45.)



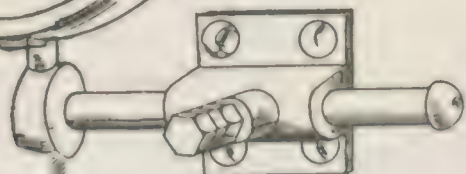
The electrical system of the modern car is little likely to give trouble if the few necessary items of attention are fulfilled. This American accessory tells that all is well—or otherwise—with your batteries.



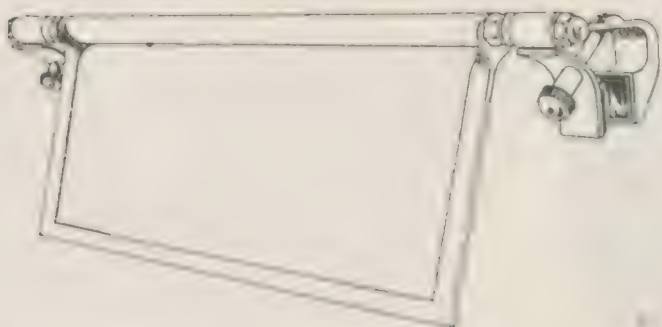
A specimen of Sheppey's Triplex glass-equipped licence holder in its simplest form. This holder can be obtained in a variety of patterns from Brown Brothers.



A handy form of licence holder, applicable to most makes of car, which is made by Messrs. Oldfield, of Birmingham. It is adjustable over a wide range of positions.



The Smith "trouble" lamp. The plug fits in any socket—on the dash, or in those of the side or back lamps if the existing bulb is removed—and the lamp enables work to be carried out in comfort within the range of its long cable. For refilling the petrol tank at night the lamp should prove invaluable.



OUTLETS FOR

A novel form of headlamp glare preventer, by George Kent, of High Holborn. The framed blue glass is pulled down from the horizontal position in which it normally lies when the lamps of an approaching car threaten to prove dazzling. The adjustable clips allow the accessory to be attached to most forms of windscreen.



THE FOLBERTH
WINDSCREEN CLEANER.

The cylinder of this wind- screen cleaner is attached inside, at the top of the screen opposite the driver, with the squeegee hanging down outside and lightly touching the glass. By a simple connection to the Autovac the suction of the engine is utilised to swing the squeegee back and forth, thus keeping a wide semi-circle of the screen permanently clear. The device can be used momentarily, thrown out of action or kept in constant operation by a handily-placed control knob. It is American, handled over here by Mr. C. G. Vokes, of 38, Conduit Street.

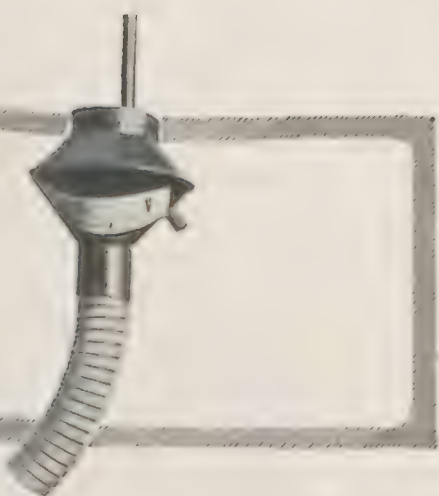


An inexhaustible electric lamp which can be slung round the neck by the strap, thus leaving one hand free. A sharp pull on the ring actuates the tiny generator, and the light remains at a useful brilliance for quite a considerable period. The lamp is sold by Theo and Co., of Liverpool.



A pocket lamp which, being fitted with a hand-operated dynamo, is also inexhaustible—so long as the mechanism lasts, of course. The lever seen on the left is released and the lamp held in the open hand with the lever against the finger tips. On closing the hand sharply and gripping the lever in to the body of the lamp a good light is obtained.

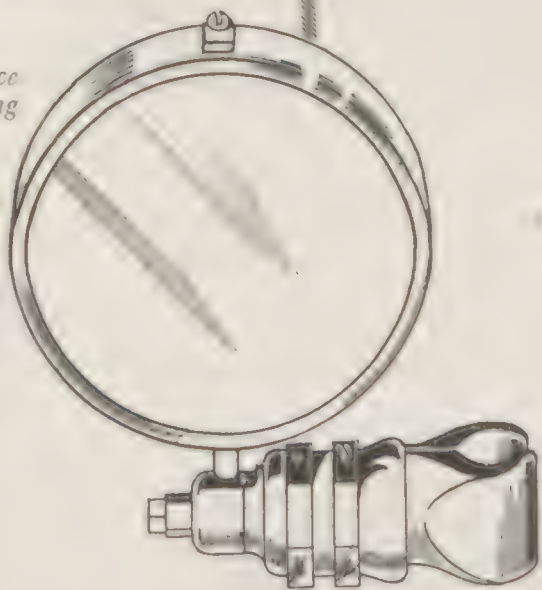
Another Oldfield "Dependence" licence holder. This is designed for clipping on the tubular side supports of a wind-screen, and is so arranged that the holder can be placed in a vertical position no matter what the angle of the screen.



A Tapp petrol pouter in one of its several forms. One can imagine the usefulness of this particular pattern on a car with the tank orifice in a somewhat inaccessible position.



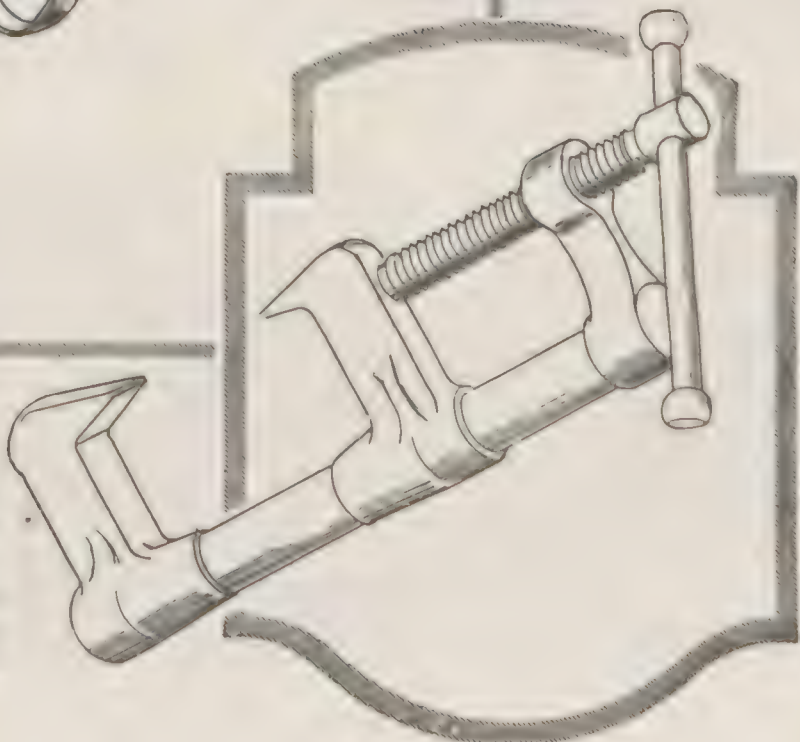
Speed indicators are not usually fitted with a lamp, but it is just as useful to know the pace at which one is travelling at night as by day. This lamp will fit any indicator and is reasonably priced. It is obtainable from Brown Brothers.



CASH!

The picnic season has not commenced just yet, perhaps, but it is well to be prepared and this combined luncheon and tea case for six persons, by Mappin and Webb, appears to be the ideal thing for the purpose. The case, when closed, can be used as a footstool in the tonneau of the car, the shape being specially designed for this purpose and a covering of rubber matting provided. The price is £48 10s.

The "Orno" spring leaf opener, a useful tool that renders the cleaning and lubrication of laminated springs easy. Springs, after being thoroughly cleaned and greased should thenceforth be protected by gaiters. This leaf opener can be obtained from G. T. Riches, of Store Street, W.



THE COVENTRY GOLF CLUB.

The Finham
Park Golf
Course, and
some Pictures



The Clubhouse at the Finham Park Golf Course.

of Motor
Notabilities
at Play.

THE Coventry Golf Club was founded as far back as 1887, when golf was practically unknown in the Midlands, and in the days when there were no ladies' clubs in England. The original course of nine holes was laid out on Whitley Common, under the supervision of P. Paxton, the Malvern professional, and in order to overcome an objection raised by the Freemen it was compulsory to fill the

The idea of playing what is now called "bogey" play was first suggested by Mr. Hugh Rotherham in 1890, and a scratch score of the course was originated.

In 1892 the ladies started a club of their own on Bull Fields Ground; this course had to be closed during the cricket season, and the ladies were invited to play at Whitley. This they found an improvement, and a six-hole course for ladies only was



Mr. Ainsworth (Hotchkiss) driving.



Where did that one go? Mr. Schull's drive must have been a good one, to judge from the absorption of the spectators.

Below: Messrs. Southam, Bennell, Miles, and others form an "audience" for Mr. Jackson, who is driving.



Miss May Starley.

putting holes, when not in use, with blocks of wood, so that they should not endanger the cattle.

The club headquarters were at "The Royal Oak," where a room for members was reserved, the membership being limited to thirty. Balls were sold to members at 6d. and 10d. each, and a charge of 2d. per round was made for caddies.



then laid out at Whitley. In 1898 the first Amateur v. Professional match was played at Whitley, the pros. winning by 32 holes to 2. In 1901 the links were enlarged to 18 holes by utilising more of the Common and including the ladies' course. It was at this time the new Haskell ball first appeared, and some years later when the rubber core ball came



Mr. Harry Smith,
Secretary of the Club,
chats with E. M. C.
Instone, of Daimlers.

One finds that lost ball
in some curious places
sometimes, but a hollow
tree trunk is unusual.



Mr. J. K. Starley, of Rovers.



no general use. The new course was used until 1911, when, owing to numerous other games being played in the vicinity, it was decided to have a private ground, and the present site of Finham Park was chosen. A company limited by guarantee was formed, and the necessary debentures were quickly taken up. Expert advice on the layout of the course was given by Tom Vardon, and the club house plans were drafted by Mr. T. D. Griffiths. The new course was formally opened on May 9th, 1912, exhibition games being played by J. Bloxham (the present club pro.) "Clarkie" Wingate of Olton, Harry Vardon, and J. Braid. This course, with slight alterations, has been in use up to this day and is regarded as one of the best in the

The total length of the 18 holes is slightly short of 6,000 yards, and bogey is 80.

The club possesses several silver cups, which are played for yearly, in addition to which a programme of matches with local clubs is played during the summer and autumn, in which Coventry more than holds its own.

The club house, which is well equipped with a large dining room, lounge, and locker rooms, is of the bungalow type, situated on the crest of a hill, and near the 18th green. The membership at present is 100 ladies and 280 gentlemen.

Some few months ago the course, which was then owned by Col. Bromley Davenport, was sold by auction for the sum of £5,673, the purchaser being Mr. Harry Smith of the Rover Co., Ltd. Later on it was resold to the club, and a fresh debenture issue was made to complete the purchase. The club suffered very heavily shortly after the outbreak of war owing to the large numbers of the members leaving for active service, and from this time up to the cessation of hostilities new members were admitted without the customary entrance fees. This trying time for all golf clubs was weathered with success, and the club is now regarded as being in quite a satisfactory state, largely due to the efforts of Mr. Harry Smith.

Mr. Bennett takes his
turn in the limelight,
while Mr. Jackson
looks on.



Looking over
the links from the clubhouse
at Finham Park.



land. It is situated on the Coventry Stoneleigh road 3 miles out of Coventry. During the war three holes had to be ploughed up and set with seed, in accordance with the Warwickshire Agricultural Committee's instructions, but these have now been relaid and are rapidly approaching pre-war standard. The links are typical of a well-designed inland course on slightly undulating ground, bounded on two sides by the River Sowe. There are no outstanding points regarding the general plan of the course, but plenty of variation is provided in the length of the holes, the longest and shortest of which are 512 yards and 120 yards respectively.

WHAT is the MATTER with AIR COOLING

Nothing, if the 8 h.p. Rover "Flat Twin" Engine is any criterion.

CONSIDERING that air cooling has proved its practicability in a variety of ways over a long period of years, it is strange, to say the least, that more general adoption of the principle has not been made by car manufacturers.

In this country tentative efforts have been made to place upon the market several small air-cooled cars since the war, but, apart from still smaller vehicles coming more properly in the category of cycle-cars, there is at the moment only one such car—the Rover—upon the roads in any numbers.

It is generally considered that while air cooling is satisfactory with small engines, in the larger sizes the scrapping of the conventional water-cooling system would be at least experimental and probably productive of no good result. But why? The American Franklin car is powerful, and those who have had personal experience of it are loud in its praises, both from the point of view of general performance and of economy in upkeep.

If one car can carry on year after year as the Franklin has done, surely there can be little doubt that so far as air cooling is concerned, the experimental days are past.

Our experience with the little Rover is that in ordinary running the engine—a fairly "hefty" flat twin—cannot be made to overheat. It will climb a two-miles-long hill on second gear at a comparatively low road speed, and immediately the worst of the gradient is past will get away on top gear to all intents and purposes as though it were water-cooled.

There is no need to remember the fact that the cylinders are not water-jacketed; no need to drive with special care in any respect. The engine runs just as an 8 h.p. engine



SOME ROVER FEATURES.

Bore	85 mm.	Brake h.p. ..	14
Stroke	88 mm.	Carburettor ..	Smith single-jet.
No. of Cylinders	2	Cooling	Air.
R.A.C. Rating..	8.8 h.p.	Springs	1/2 Elliptic.
Ignition	H.T. mag.	Final drive ..	Worm.
Lubrication ..	Pump.	Weight	9 cwt.
Lighting	Electric.	Price, Complete	£250.
Gearbox	Three speeds.		

should—always remembering that the h.p. is by K rating; as a matter of fact, there is ample power available for every purpose. One should not require so light a touch to travel at break-neck speed, perhaps, but the Rover will touch 40 without much trouble. In the neighbourhood of

25 miles an hour it is almost impossible to tell that the engine is anything but a four-cylinder, water-cooled arrangement which one would use to, and the car will maintain that speed, apparently all day and all night without fatigue, either of engine or driver.

Appearance has nothing whatever to do with air cooling, but in dealing with the 8 h.p. Rover it is a point that cannot be overlooked. The car, naturally, is small, but its lines are so excellent that the *tout ensemble* is quite impressive.

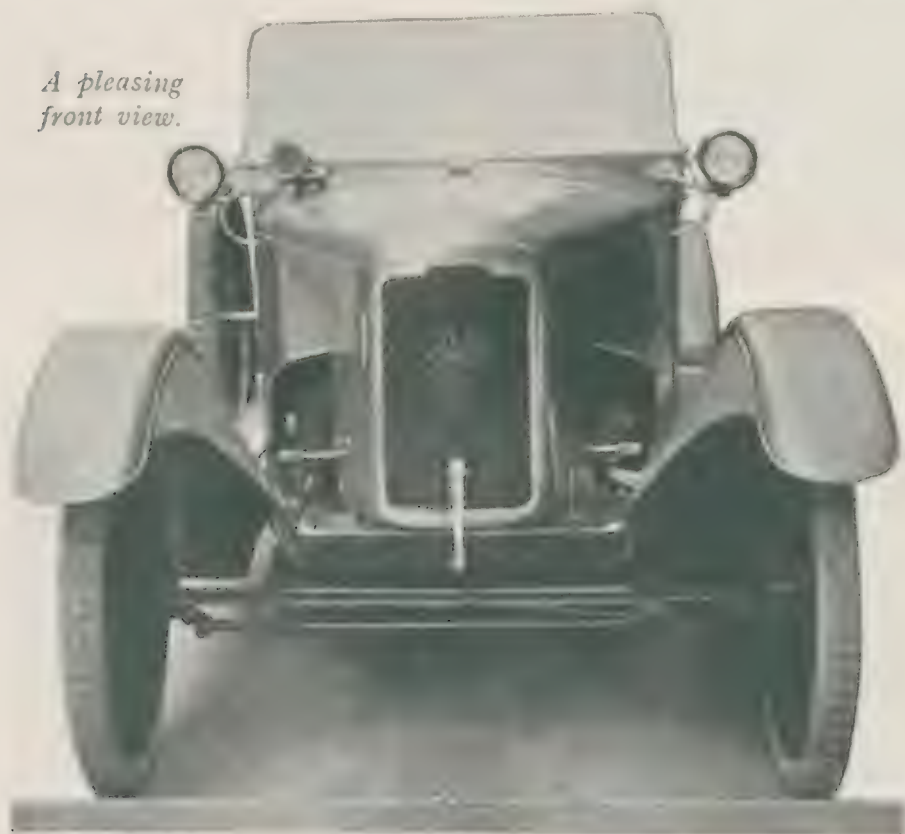
There may be reasons why a four-cylinder engine should be a more difficult proposition than a two-cylinder flat twin engine of the Rover; but in view of the fact that the latter has not even a fan to assist in dissipating the heat, it would not appear that air-cooling in itself presents a very difficult problem.

It is strange, therefore, that greater effort has not been made to evolve a satisfactory air-cooled car of greater power. The advantages of air cooling are so obvious and scarcely to need detailing. The principal one, of course, is the great saving of manufacturing cost, and consequently a reasonable retail price; but the low proportional weight of the car must have a considerable effect in reducing running costs, while there is the still further advantage that the simplicity of the design makes the car remarkably easy to maintain.

If the Rover may be taken as a criterion, there is nothing in the matter with air cooling, except that its adoption involves radical changes of policy which the average manufacturer is too conservative to entertain.

Loss of a car licence by theft or fire, which would entitle the owner to repayment of the original sum, can now be guarded against by the English Insurance Co., Ltd., English House, 5, Gresham Street, E.C., undertaking to protect motorists from such a contingency.

A pleasing front view.





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Yours faithfully,

For The Metropole Motor Garage Co., Ltd.,

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"CHALDEAN"



18,869

(average speed, 25 m.p.h.)

MILES for £2

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was exclusively
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It is our intention to put it to several more severe tests in the near future to prove definitely that it is the world's greatest car.

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Woodwright Service.

The Motor-Owner, April, 1921

THE JOYOUS ROAD.

By C. S. BROOKE.

THERE are certain things, by no means little or unimportant, of which a tally can be taken in seven, as, for instances, the Ages of Man, the Knights of Christendom, the Deadly Sins (ugh!), the Lamps of Architecture, the Wonders of the World, and the ditto of Wales, which last, as any Welshman who has been decently brought up will tell you, transcend the Wonders of the World as greatly as Mont St. Michel transcends St. Michael's Mount, Cheddar Gorge the Winnats, and the Cirque de Garvarnie Malham Cove. But suffice for all its long and honourable tradition, will not (1) The road across the plains; (2) the road athwart the hill; (3) the forest road; (4) the coast road; (5) the lakeside road; (6) the valley road; (7) the road over the mountains—and, if you be honest about the matter and are unafraid of Tradition, you will have to allow that there remain to be counted (8) the road from Birmingham, through the Black Country, to Wolverhampton or, rather, to the far edge of Wolverhampton; (9) the road to Nowhere, and the road alone knows how many more besides, including the road athwart the hill in the reverse direction, the coast road which is not a coast road, only a "pretend," and that very delectable road, the road Home.

But the lakeside road, you may argue, is oftener than not a valley road, so that (5) and (6) are not separate entities. The premise is admissible, but the conclusion, the stateliness of its terminology notwithstanding, is a falsity. Loch does not differ more from cheese than differs Loch Lomond or Ullswater from the Wye in its hurry to win from Rhayader to Builth. Nor is the road athwart the hill identical with the road through the mountains. The one may give on to the other, but does not always do so, as you will know if ever you have climbed up Bury Hill and either swooped down into Fair Mile Bottom or allowed yourself to be shepherded by the park wall into ducal Arundel. Besides, hills are not mountains, though on Dartmoor they clothe themselves as mountains, at Malvern most red deer (whose habitat is the mountains), at Exmoor some mountainous shapes, and in East Cheshire, about the Derbyshire border, are guilty of all three deceptions, to the abounding joy of many Manchester roadfarers.

As to the Birmingham-Wolverhampton road, you might imagine that to differentiate between it (8) and the road across the plains (1) is to exaggerate. To do so, however, would be to imply that you have only "done" the road by map, and therefore are to be congratulated.

Were all roads, or even a majority, as the stretch of the Holyhead road through the Black Country and as certain roads in Lancashire, the West Riding of Yorkshire, the Lakeside, South-east Derbyshire and the Potteries (of

"England, her industrial areas apart, remains a garden where she is not a park, a fen, a wold, a moorland, or a highland . . . and as a garden she is surpassingly fair."

some of which the Black Country road is typical), one would not, most emphatically, write of the road as a joyous thing. But England, her industrial areas apart, remains a garden where she is not a park, a fen, a wold, a moorland, or a highland. And as a garden she is surpassingly fair, and as a park rolling and still richly timbered, notwithstanding the prowess of the Canadian Forestry Corps with saw and axe during the war.

Through the garden race jocund brooks, and in it there are bridges under whose ivied arches engaging little rivers, resting on their way to one or another of three seas, gurgle contentedly or prattle of the joys of clean living, the while their neighbours the alders and the willows whisper secrets that would but never will make incomparably beautiful reading. The garden is patched with flowers in their seasons, with the white of stellarias, the tender blue of birds-eye, the pale gold of cowslips, and the "good substantial yellow" of king cups.

The park, too, is beflowered—in some of its woods with sorrel, in others hyacinths that "seem the heavens upbreking through the earth," and under the lee of the woods, foxgloves in battalions.

And because the Road is an untiring traveller yet withal a leisurely, delighting in divagations as well as straight marches, so that it has achieved an uncommonly close intimacy with England, her fens, her wolds, her high moors, and her mountains, as well as the England that is here a garden and there a park, and with Wild Wales, too, and Scotland, her dens and braes, lochs and bens, and straths and tumbling rivers; and also because it is an "agreeable rattle," not averse from breaking a journey for a gossip in the parlour, or the ingle nook, or the seat under the vine or the wistaria on the south wall of the courtyard, of an old half-timbered house with a sign lettered "licensed to retail" and so on; and because, too, it is oftener than not open to high heaven, and on most excellent terms with sun and clouds, moon and stars, and those many weathers for which our land is famous (justly you may deem it) including the sort that vouchsafes us those gaudy days after rain, when the sun, seeming re-silvered, plays hide-and-seek among the mountains of the firmament, and the earth, with the hedgerows clean washed and the pinewoods aromatic, might be decked for a garden party in a fairy tale—because of such things, I say, and for a hundred and one other reasons, that sensible fellow All-the-World and his charming wife, with Aladdin carpets (prosaically known as motor cars and motor bicycles) going at reasonable prices, have lately—little wonder!—opened not their ears only, but also their other senses, including the sense of the beautiful, to the call of the Joyous Road.



A Jordan car on the banks of Loch Long during the recent Glasgow Motor Show



The noble entrance to Battle Abbey.

THEY differ one from the other to a degree that equals the difference between moor and fen, hill and valley, and placid lake and running river. At Pevensey you might fancy yourself on the Lincolnshire coast, whereas Battle, if it be not typical of Sussex, is by no means misplaced in that county.

Pevensey lies in a marsh, although the geographers call the marsh the "levels," whereas Battle is a village of the uplands. And while Pevensey exists only to brood on its past, Battle, for all a great past, is a regular reader of the daily paper. Nevertheless they, the marshland village and the upland, are akin, bound the one to the other by a tie unseen yet strong, as a tie between twins.

The tie was fashioned by History, quite high History—a world's or, at any rate, a planet's History. For on the twenty-eighth day of September, in the year 1066, William, Duke of Normandy, by his friends and admirers called William the Great, by his enemies and detractors William the Bastard, landed at Pevensey, and a fortnight later, on the fourteenth day of October, at Battle, nine miles distant from Pevensey by crow's flight, met King Harold of England in battle array and, defeating him, earned for himself the proud title, William the Conqueror.



Another View of Pevensey Castle.

PEVENSEY AND

A Locality where the

By the Normans the battle was attested by the famous tapestry at Bayeux. English it might have been called Telham. is called after a place, Hastings, that is not six miles distant from the battlefield, again flies, but also had not, nor ever has had, the connection with the great clash between a trained half trained.

They say, the old chroniclers, that William landing; that his folk, many of whom had



Pevensey Castle.



The spot where King Harold fell.

raged, and nowhere was the fighting hotter place in which the English King stood his ground standards, surrounded by his few household troops was Duke William unhorsed, and not till after a and, late in the afternoon, the death of Harold—so

AND BATTLE.

the story was considerably altered.

arrow, others by a sword thrust—was the battle of the Conqueror's. The Conqueror assured. The Conqueror supposed and slept on the battlefield, and the Conqueror with a view of fulfilling a vow he had made the Conqueror putting on his armour for the battle—"If we the Conqueror and God send we may, I will found," he had declared, the Conqueror for the salvation of the souls of all who the Conqueror battle"—himself saw to it that the place at the Conqueror Harold had fallen was marked, and ordered that the Conqueror that very spot, must stand the high altar of



A picturesque setting.

church. The church was a building in the Conqueror's time. The Conqueror's zeal. The Conqueror's Benedictine. The Conqueror's over the water. The Conqueror's suitable. The Conqueror's inexorable. The Conqueror's them. The Conqueror's much. The Conqueror's could. The Conqueror's At first, the Conqueror's was. The Conqueror's Nor. The Conqueror's quarry. The Conqueror's later a. The Conqueror's found. The Conqueror's head. The Conqueror's Nevertheless. The Conqueror's the second. The Conqueror's to see. The Conqueror's ration of. The Conqueror's of St. The Conqueror's granted. The Conqueror's his ne. The Conqueror's perpetuity. The Conqueror's episcopal. The Conqueror's presented. The Conqueror's with the sword his father had used in the battle. The Conqueror's in which he had been robed for his coronation as. The Conqueror's and settled on it the rights in several fat. The Conqueror's ch was one of the biggest in the land, and the abbey,



A part of the ruins of Battle Abbey.



The main front of the modernised Abbey.

well found, proved at the Dissolution to be one of the richest. It fell then to Sir Anthony Browne, whom regular readers of THE MOTOR-OWNER met with at Cowdray in our February issue. Probably the historic Roll of Battle Abbey, on which were inscribed the names of all the knights and barons who fought with the Conqueror on the moor of Senlac, was removed to Cowdray and there perished in the fire by which that beautiful house was gutted.

The ruins of Battle Abbey do not compare for picturesqueness with such ruins as Tintern in the Wye Valley and the three famous Yorkshire abbeys—Fountains, Rievaulx, and Bolton. Indeed, one could mention offhand a score of others up and down this fair England that outvie Battle both for intrinsic beauty and lovely setting. But the gateway of Battle Abbey, built in the first half of the XIVth century, is a noble thing, and when you ponder the event which the walls and foundations within that gate commemorate you may well be moved to say that here "'tis haunted, holy ground."

And as of Battle, so, too, of Pevensey. To-day Pevensey has to strain its eyes to see the sea, but of old it, then a port of consequence, was lapped by the sea. And whereas now it is the merest village, then it was governed by a mayor and corporation.



Old Mill at Mayfield.

"WHAT'S THAT FOR, DADDIE?"

By ROBERT W. BEARE.

Training the Young Idea in the Way He Should Drive is not so Simple as it Sounds

THE curiosity of a child is a weird and wonderful thing, and it often leads to questions to which there is no answer—available! Perched beside you at the wheel, his little legs dangling well clear of the floor, you fear, perhaps, that he is getting cold or tired, and you turn momentarily to see if he is all right. His little nose and ears are blue with the piercing March wind, but before you have opportunity to say, "Cold, old chap?" or words to that effect, he, seeing that he has your attention, points to something on the dash and asks:

"What's that for, daddie?"

"That" is possibly the oil indicator, and the puzzle is how to tell him accurately its purpose without confusing his little mind with technical details, or suggesting to him an alternative use for castor oil—the oiling of his scooter!

It is difficult, but you can't brutally shut the little beggar up, even though you are cold and generally fed-up yourself. So you compromise by some such remark as: "Oh, that's to show whether the oil is working all right"—something quite non-committal.

"What oil, daddie? The petrol?"

"Phew! No, you fathead; the oil—the lubricating oil. Petrol isn't oil—at least, it's a kind of oil, but not the same thing." And so you get yourself tied in an explanatory knot after all.

"Look here," you go on, "you know that if there is a leak of gas in a room, and you go looking for it with a lighted match there's a big bang, don't you? Well, that's what petrol does, only it does it inside the engine and makes the wheels go round. You know, too, that any kind of machinery—your scooter, for instance—if it begins to squeak wants a drop of oil. A car, and especially the engine, wants oil just the same; only it oils itself, and that little dial tells me if it is getting all it wants. Get me?"

"Yes, daddie. I say, what's that big one for, then?"

You have let yourself in for it properly, and, worse still, you fancy that the infant hasn't really got the idea at all. But a week or so later, when he wants you to fix the tyre on one of his scooter wheels, you see an old alarm clock-face fixed with a lop-sided tin-tack to the steering bar.

"What on earth is that thing doing there, Cuthbert?"—or Sigismund, or Boris, as the case may be—you ask.

"That dial is my oil indicator, daddie," he says. And so bread cast upon the waters cometh back after many days.

No, it isn't easy to explain complicated matters simply. Little wonder that they have to teach teachers how to teach!

Sometimes when you have given a very careful reply to some question you realise that it includes a trifling mis-statement, but you fear to confuse the child by putting matters right. That mis-statement will come back on you. Probably the non-fact will be the one and only thing he has grasped, and he will burst out with, "Daddie told me so and so," presenting a still further garbled

statement of your original error in circumstances in which an explanation is impossible. Consequently the reply he gets to his next poser is:

"Oh, be quiet, and don't ask silly questions!"

His mother turns upon you then with:

"Lancelot"—or Shiraz, or Aurelius, as the case may be—"how can you be so unkind? Sigismund only asked you a simple question, and mother says he's got such an inquiring mind!"

He has; but a simple question! Ye gods! He probably wanted to know what made the petrol "bang" inside the engine, and how it made the wheels go round. That's all!

You hedge. You have a vivid conception of the difficulty of explaining the intricacies of the Delco starting-ignition system in terms understandable to a child of seven.

"Well, dear, it's difficult to keep one's attention on the road and explain things like that at the same time. Besides, he's always asking questions."

"Why, we've only gone ten miles, so you can't be tired already. And that's the first time the poor little has spoken."

"Yes, it's the first time you've stopped long enough to give either of us a chance," you feel inclined to say, but you realise that that *would* be unkind, as well as being strictly true. So you choose the soft answer.

"I know, dear, but, as you say, we haven't been long, and if he is encouraged he will be asking puzzling questions all the time."

"Well, I think he ought to be encouraged," she says. "Mother says so."

Mother! Help! There's no reply to that. The miles roll behind you; the child is quiet. Alas! well. The wrath to come does not arrive.

"Comfy, honey?" you ask, more to make conversation than anything else.

"Yes, thank you, dear," your wife replies, but she has been thinking——

"You shouldn't strain——" you begin to interject, but she takes no notice of the time-worn pleasantry.

"——that somebody must have been telling Boris fairy tales. Where did he get the notion that petrol 'goes bang' in the engine?"

"Well, you see," you lamely explain, "I was trying to tell him about the lubrication——"

"What's that got to do with petrol and 'bangs'?"

"Nothing; but the question arose——"

"Yes, but if it's got nothing to do with what you were talking about—well, what were you talking about it for? The petrol doesn't bang—not in this car, any-way."

"No. You see, dear, the silencer——"

"Oh, I don't want to know a lot of silly technical details."

That's all the thanks you get. And as, in a spirit of desperation, you look at the clock on the dash, you intercept your glance.

"It's ten to twelve, daddie. If you call at the 'Red Lion' to see that man about the collie pup, may I have a glass of lemonade, please?"

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The modern motorist's light car ideal: a car which has established a world-wide reputation on road and track; a car of many records and astounding feats of endurance; a light car luxurious and offering unexcelled value for a reasonable price.

A trial run on the “A.C.” Light Car is an education in the true joy of motoring. The opportunity is yours.

PRICE:
500 Guineas
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“Worth More Than Any Other”



No reduction in price

This is neither necessary nor possible since the Austin Twenty is already admitted by all motoring experts to be the world's best money value in high-grade cars. To avoid disappointment in delivery it is imperative that you book your order at once with your nearest agent, as with the advent of spring our output capacity already shows signs of being strained to its utmost to meet the demand.

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FOR CARS AND LIGHT CARS



The Motor-Owner, April, 1921



Just a minute, I'm using Royal Vinolia

NO time need be lost in shaving by the man eager to be off for the joys of the open road—the beauty of lake and mountain; for Royal Vinolia Shaving Stick immediately yields a profuse, creamy lather which quickly prepares the way for a speedy, comfortable, and entirely satisfactory shave. The use of Royal Vinolia Shaving Stick means a good start for the day, whether on pleasure or business bent.

IN ALUMINIUM CASE, 1/3.

For the man who prefers a Shaving Powder, Royal Vinolia Shaving Powder will be found equally pleasant and satisfactory. - Tins, 9d. & 1/6.

Royal Vinolia

SHAVING STICK



U.S. PAT. 1,100,000

VINOLIA COMPANY LIMITED, LONDON.

A RUN ON THE 11 H.P. HILLMAN.

Some Points Concerning a Small Car of Considerable Merit.

BOTH its reputation and a brief personal experience on our part would go to show that the 11 h.p. Hillman is a car to which is due careful consideration.

Inexpensive is a fair term to apply to it, for it appears to be very durable, is kindly towards tyres, and has a modest 65 mm. bore. But while the taxable value of the engine is moderate, its useful output attains an acceptable figure by reason of 120 mm. stroke. Nor does it surprise one to hear of economical running in other directions. The firm, of no mushroom growth, has acquired experience of the owner's purse-savings order, and the chassis throughout evinces care and good workmanship.

But wherever the opinions of the individual are expressed one finds divergence, so, speaking as the outcome of Nature's particular physical endowment to ourselves, we mention certain personal impressions.

The car we tried did not have this year's type of body and the sense of discomfort we experienced after a lengthy run should be, and no doubt is, now removed. In the increased slope in the back of the car would be advantageous, also more room for one's legs. Both these defects are, however, claimed to be removed in this year's models.

Regarding the general design it is strictly conventional, as is natural in view of the fact the firm have been established. The car cylinders form a neat monobloc, the pistons are aluminium, the valves, enclosed of course, on one side, and the lubrication is undertaken by a gear pump.

That popular sort of carburetter, the Zenith, and an M.L. magneto and a Lucas electric starter and dynamo, are features of the chassis, others of interest being worm drive to the rear axle and road wheels of pressed steel. One can enter the car—it is a two-seater in all types—by a door on either side.

On the road the car is pleasant to handle. It holds the road well, takes corners without excessive effort through the steering-wheel and has useful acceleration. The four half-elliptics that constitute the suspension are sufficiently well adapted to chassis to make its passage over uneven roads pleasant.

The engine has plenty of power, with a high-speed capacity that enables it to hang on to top gear even on fairly stiff and lengthy ascents. No hills of particular severity occurring on our route, we made a top-gear run, the other two speeds being used only when starting off. The gear control lever, by the way, operates through a rocking gate.

There is a welcome absence of snatching in the leather-faced cone clutch, a gentleness we noticed in the brakes also, though the foot brake could have done with adjustment.

Amongst points that are not so obvious though possessing an important bearing upon a motorist's pleasure in his car is the accessibility of those items that need frequent inspection. And here the Hillman reveals commendable thought, the value of this prevision manifesting itself when the necessary "going round" has to be done.

Appealing to more than one class of owner, the Hillman we found, gave an average consumption of 30 miles per gallon, and this with a generous throttle opening throughout our trial.

Owners of these cars are insured by the company against mechanical breakdown for one year and 7 days from the day a car leaves the works. In the event of a breakdown, any repairs may be executed by a competent firm selected by the owner, and the bill will be met without question by the company. Further, whilst the car is being repaired, the company will pay the expenses of hiring a car, up to £1 a day, for 30 days.

In these days, when the demand is for economy, we must consider ourselves lucky to have cars of a type that do really comply with a need that is particularly insistent. Had motorists of a decade or more ago been faced with taxation such as we have now to endure, they would have been compelled to forgo a means of travel that is now proved indispensable. And, more than this, it is the existence of a car like the Hillman that to-day gives to thousands the desired freedom of the open road.

Gearbox . . .	3-speed.
Final Drive . . .	Worm.
Wheels . . .	Pressed Steel.
Weight, complete, 2-seater . . .	14 cwt.
Wheelbase . . .	8 ft. 6 in.



The 11 h.p. Hillman car.

WOMAN & THE CAR.—By LENORE MAUDE.

APRIL is the magic month of the year! The countryside becomes a veritable fairyland, and even in London there are the birds and Kensington Gardens squirrels, and our old friend Peter Pan, to tell us that spring has really come. Of course, there will be days of nasty cold rain and wind—or worse still, sleet! The clerk of the weather, or whoever it is, still plays these old jokes on us nearly every year; but we only put on our furs again and bring out the eiderdowns once more, without distressing ourselves very seriously. It can't last very long, and next week, or even the day after tomorrow, we shall be enjoying the sunshine in our most becoming spring garments.

A very practical investment at this time of year is such a coat and skirt as Messrs. Kenneth Durward can build; either for town or country wear. The price for tweeds, by the way, starts at the very reasonable figure of ten guineas. The cut and style of this famous house need no description and their range of spring materials—gaily overchecked tweeds, or more serious heather mixtures, and for town wear those delightful smooth “men’s suitings”—can scarcely fail to please even the most exacting customer. In passing, it may be mentioned that in several of the new designs the sportswoman has been catered for, and the slim workmanlike appearance is retained, although cleverly arranged side pleats afford ample fullness without affecting the *ligne* of the “lounge suit” cut of the coat.

For those to whom April means the beginning of those long-looked-for week-ends by car, with the not infrequent accompaniment of a Sunday’s golf, I would heartily recommend a visit to the Orkney and Shetland Home Industries—not so much of an undertaking as it sounds, by the way, since they are in residence at 50 Beauchamp Place, Pont Street, S.W. To look one’s best it is essential to be comfortable also, but the old-fashioned idea of “woolly” garments bears little or no relationship to those that are to be found in this London home of Highland industry. They are neither thick nor scratchy, nor any of the unpleasant things that childish memory associates with woven and knitted clothing. They are soft and very light, though warm enough for any time of year. It is, however, a perfect delight to see the wonderful range of colours in which the Shetland jumpers are to be obtained; tangerine yellow, blues and greens of the most carefully chosen shades, and for the not excessive price of two guineas they are to be had either in the plain “sweater” stitch or more elaborate style with crochet border. In natural shades or white the plain jumpers start at thirty shillings and the fancy ones at thirty-five.

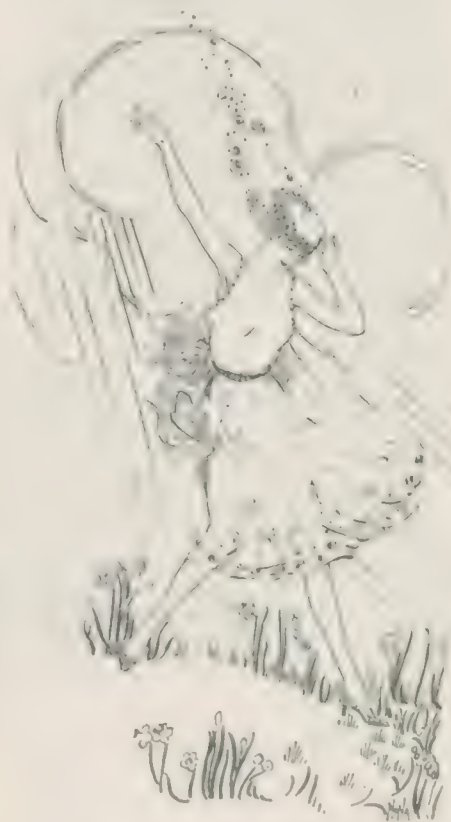
Another most useful garment is the knitted frock. These again are made in two styles; the all-in-one-piece, knitted in a ribbed stitch and finished with a girdle, or the jumper, two-piece model. These also are moderately priced and have the unquestionable advantage over the ordinary knitted dresses of being infinitely lighter in weight and consequently less

likely to get out of shape, as well as being far more convenient in the matter of packing when the necessity arises. Since these frocks are also made in white, they should afford the river or sports girl many possibilities in an uncertain summer climate. Space does not permit a detailed description of the caps, the scarves, the undergarments and so on, but those who have any needs in this direction will do well to make the small pilgrimage.

To the making of spring hats there seems no end indeed, at this stage in affairs we are only at the beginning of the designer’s ingenuity. After the appearance of the first early models we are seeing the further development of the *crêpe de Chine* hat; examples of which already show signs of pandering to our craving for variety by taking themselves turned-down brims of silver and coloured tissue or brocade. That most attractive summer straw “Bangbok,” has also made a tentative *début*, in various colours, and at present in rather close-fitting shapes. For motoring, by the way, the little “apache” hats, made by “Stella” of Knightsbridge, have much to recommend them and made to measure, in taffetas or corded silk, are not only extremely becoming, but possess that great merit of not giving one a headache even if worn all day in the sun and the wind.

The first *métier* of April, however, is unquestionably weddings; described by the cynic as “that wonderful triumph of hope over experience!” Youth has no time for cynics, though, and perhaps rightly, since it would be a poor world without idealism and hope. At any rate, who cares for cynics in April? Certainly not the bride immersed in the labyrinths of her dainty trousseau. Besides, the very daffodils are calling out to be summoned as bridesmaids at the simpler ceremonies, while the more elaborate occasions are gracefully attended by the earliest of the or carnations; even the white or mauve double lilac is sometimes requisitioned for service.

Taking them in general, wedding gowns are tending towards a far greater simplicity than was formerly considered *de rigueur*. They are less heavily imposing, very often appearing in no more concrete form than the elongation of a sash, or perhaps the fragile folds of the wedding veil straight from the shoulders. There is more licence, too, in the choice of material, even dainty colouring being permissible on an ivory metal-brocaded pattern on an ivory ground. Such models are usually of the simplest line and are easily transformed afterwards into dance frocks, which these—well, still expensive—days is no consideration not to be overlooked by the youthful bride. The favourite trimming for these gowns appears to be either crystal or sequin embroidery or fine lace. A particularly happy example of the latter had a simple little corsage of almost maize-coloured taffetas, on which large round medallions of palest rose gold were embroidered at sparse intervals. The pointed tunic over a plain maize-coloured taffetas skirt was of finest cream lace, and the wide sash that hung down



APRIL: Fine, but some showers!

"The very daffodils
are calling out to be
summoned as brides."



The hem of the skirt was of the same material as the corsage. The little bride for whom this was intended is still on the right side of her twenty-first birthday, and in consequence would have nothing to do with "trains" or even a hint at one.

THE REALM OF "UNDIES."

The fact that fashions change so rapidly nowadays is probably responsible for the comparatively limited trousseau of the modern bride as compared with that of her grand-aunt. This, of course, applies in particular to the realm of "undies," where, instead of the one-time dozens, we think in half-dozens. The favourite materials are triple *ninon*, *crêpe de Chine* or linen lawn, and for everyday purposes the last two are certainly to be recommended. With the introduction of the straight frock the princess petticoat came into its own, and bears close affiliation to the modern "nightie," with its deep yoke of embroidery or all-over patterned lace, usually completed by a finely *plissé* skirt of silk or crêpe. The vogue for sleeveless and backless frocks also necessitated special underwear, and the little veiling chemise has therefore to be fitted more closely than its predecessors since it relies upon a single narrow shoulder-strap for its support.

The bride who has settled with the more seriously necessary aspect of her trousseau should seek further inspiration from Poussin, of 96, New Bond Street. As soon as she sets foot upon the threshold of this wonderful *atelier* she will find herself in a fairyland devoted to the making of beautiful women yet more beautiful. Here there are treasures alike from the East and from the West; the answer to many of her quests for something original and exclusive. She will find rare and fragrant perfumes; not mere scents such as hang heavily in restaurants and hotels; rather, memories of beautiful gardens, or, perhaps, even of the exquisite colouring of the leather fans; graceful and slow, yet quivering in every frond at a mere breath. Or, if she prefer something lighter and more elusive, there is the lace fan of Japanese persuasion, transparent and strained over a rigid frame.

A dazzling white skin can be made to appear yet more ivory by the wearing of one of the plain jet armlets, or perhaps a ring, which will strike fresh fire from any diamond

in its proximity. Again, no matter what frocks or gowns have been selected, a beautifully patterned bead bag of finest workmanship will be found to go with it. Or, if the fair purchaser wanders yet deeper into this palace of enchantments, there are silk turbaned caps for motoring in gorgeous Oriental colouring; strangely carved umbrellas, lingerie, the most fragrant of powder, china and glass bowls, each moment of her tour revealing fresh links wherewith to forge the slender chain of mysterious femininity that shall hold the heart of Adam.

Poor Adam! For a moment one almost feels sorry for his helplessness!

MIDLAND ROAD IMPROVEMENTS.

SOME very desirable improvements have recently been made to Midland roads and others are still being carried out. Two miles from Lichfield on the road to Coleshill and the South there was a sharp corner to the right which was made worse by the road camber being the wrong way. This road has now been widened and the corner eased considerably. Moreover the railings at the side admit of a good view of approaching traffic. Another point where this same road has been much improved, except in appearance, is near Moxhull Hall. Here the road dropped slightly through a small copse; the corner was not dangerous if taken with care, but it is now possible to drive round it at about double the speed that was formerly advisable. The trees have been cut away to give an adequate view of what is in front and the road properly cambered.

The road from Coventry to Stoneleigh is very much frequented because many of the Coventry firms are in the habit of testing their products on the hill just beyond the latter place. Near Stivichall the road, which is by no means wide, bears sharply to the left, the lane in front, which is almost straight on, leading to the Coat-of-Arms bridge. More than one accident has taken place at this corner, so that it is satisfactory to note that considerable improvements are in progress. The signpost shows the present position of the road, but the new road when completed will be near the iron railings seen on the right.



"Youth has no use for cynics!"

LAYING IN A STOCK OF REMINISCENCES

On the road near Royston.



It is sometimes difficult to plan a short run that contains an interest apart from the mere pleasure of motoring. But why not let the camera decide? Nearly every car-load of motorists includes at least one amateur photographer. Plan a run, therefore—such as this—that will help to fill up the photo albums with reminiscent pictures and suggestions for future trips.

The stocks at Brent Pelham.



The Lych Gate and Lock-up at Anstey.



Picturesque Cottages at Pelham.



THE prettiest and most interesting runs are nearly always off the beaten track, and this is especially true from the point of view of the amateur photographer. Now that the longer and brighter days are with us, cameras are coming out of the obscure cupboards in which they have lain through the winter months; now, also, as we announce elsewhere in this number, THE MOTOR-OWNER Photographic Competition is being resumed. Pictures obtained on such a run as that outlined on this page may well secure a prize; but at least many a pretty scene may be permanently recorded in the photographic album and this store of reminiscences made even more complete. Pleasure, they say, lies more in anticipation and recollection than in actual realisation. May not the album, there-

The Village "Cobbler's" shop at Brent Pelham.



fore, be looked to for both these qualities in coming winters and springs? Even when all is said and done, is not the country with by-roads, and almost any district the country will provide a short day's trip simply teeming with interest. Why not kill two birds with one stone—this is the fact? Map out an interesting run, and enter for THE MOTOR-OWNER Photographic Competition.

In regard to the latter, we insist that only amateur photographers may compete but beyond that there are no restrictions. You may send in your photographs at any time from anywhere. But full particulars are published on page 5 of this issue, and if you are lucky you may choose a prize accessory within the price limits as a prize.



THE SUPREME SUNBEAM

The Virtues of Sunbeam Cars

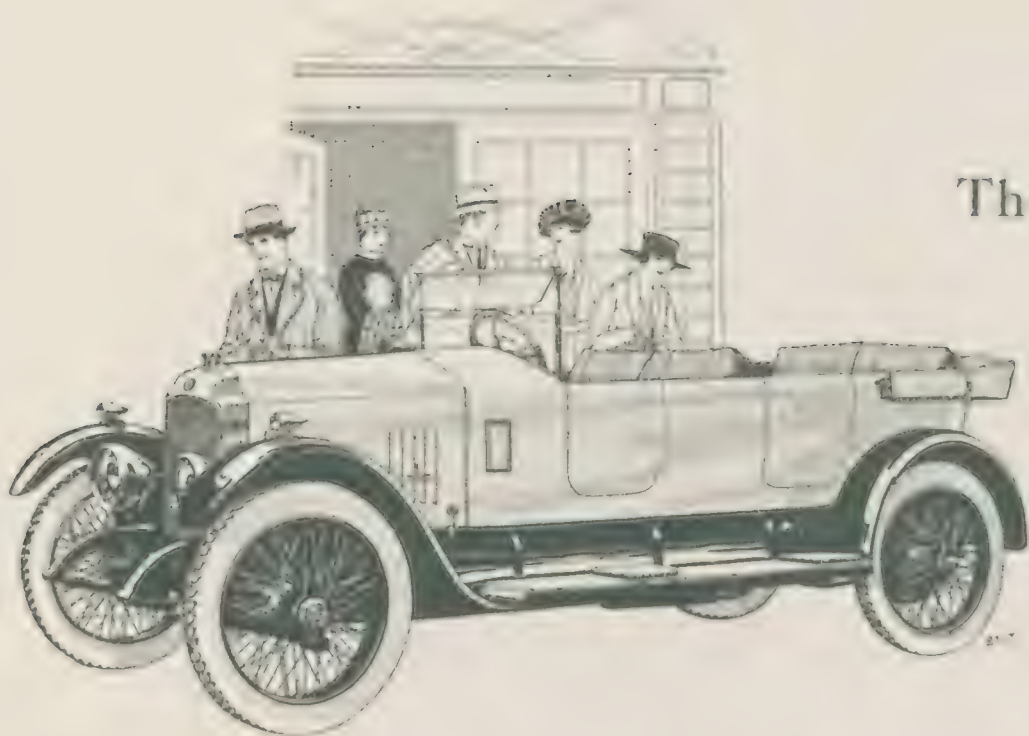
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The 25 h.p. Vauxhall-Kington car

The equipment includes electric starting and lighting, flush-fitted aluminium instrument board (carrying the clock, speedometer, switchboard, etc.) two horns and spare wheel with tyre. The tyres are Dunlop Magnum 880 x 120. Behind the lift-up seat backs there is considerable stowage room, and the ingeniously designed tool box is in the running board. The upholstery is of antique leather in the Vauxhall saddle-bag style. Very beautiful colours for upholstery and paint-work have been provided. A car for the 'gentleman-driver'!

Lower prices for Vauxhall cars

25 h.p. chassis with full equipment*	-	-	now	£800
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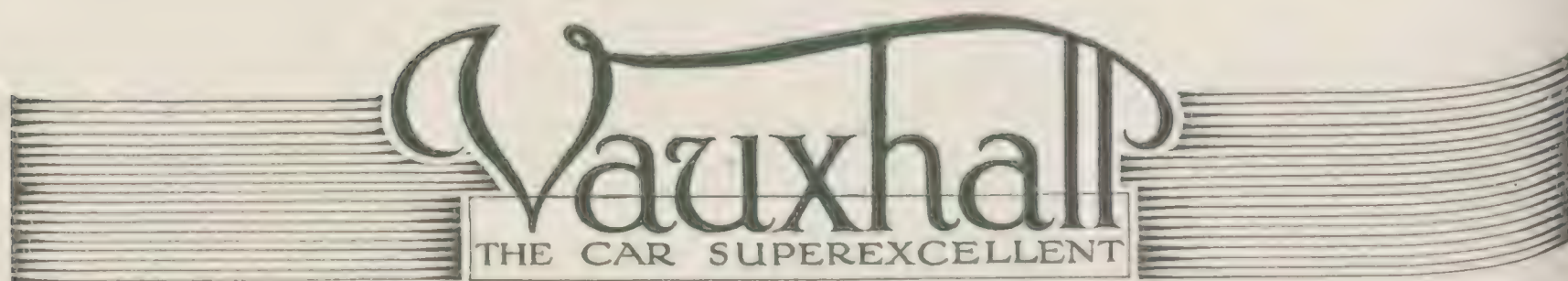
* Electric starting and lighting (6 lamps), aluminium instrument board fitted with speedometer, clock, lamp, switchboard and gauges, five detachable wire wheels and five Dunlop Magnum tyres, bulb horn and electric horn, full tool kit.

IN every respect the high quality is maintained. The three years' chassis guarantee and the free inspection service continue as before. **V**auxhall cars are now the best value-for-money proposition in the market. If you are contemplating buying a best-class car, take advantage of the opportunity at once.

For general purposes, the 25 h.p. Vauxhall, either as an open car or with a roomy and comfortable closed body. It is delightful to handle, and can be driven the whole day long without causing fatigue. The running expenses are particularly low, as is shown by reports received from owners.

The 30-98 h.p. Vauxhall (the sporting model) is a wonderful production—a car which has no competitor in the world. With speed and power in themselves unrivalled, it combines extraordinary smoothness of running, ease of control, and all-round economy.

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NARROW SHAVES.—By W. HAROLD JOHNSON.

It's a wonder a good many of us are alive to tell the tale!

IT is really a wonder that I am alive to tell these tales. In every case, of course, it has been the other fool's fault. I have never been able to understand it, but whenever I go out it seems that each incompetent who has ever handled, or is ever likely to handle, a road vehicle of any sort is hiding round one of the blind corners that I am always encountering. If I were not a marvelous driver, the golden gates would have been opened much more often during the last few years than they have been.

I have talked to other people to try to ascertain if my misfortunes, or perhaps fortunate escapes from potential misfortunes, are unique or whether their experiences can reveal a similar chronicle of excitement. Apparently the finest record of the ordinary driver does not approach my standard, but I have ascertained that there is this in common between the escapes of myself and of my friends, in that it has always been the other chap who has been wrong. This is really an interesting psychological fact, and if there are any readers eager for a vent for their mental activities, they may like to speculate further on this aspect of the subject.

But, joking apart, there is quite a lot to be learned from the narrow escapes which the average driver can record, and I am conceited enough to regard myself as a fair average driver. From the point of view of the ordinary motor-owner, I do not think that the records of Harry Hawker or Captain Nash would be as interesting as mine. Hawker's magnificent gentleness, his perfect finish to every touch that he gives the steering wheel or Nash's wonderful daring are all very well in their way. They are, in fact, truly awe-inspiring to the ordinary onlooker, but the average motor-owner is not likely to be able to imitate them with surety, and, consequently, the achievements of their type are not likely to be so useful as recipes or warnings as those of the ordinary "get-there-and-back" driver.

I remember some years ago asking a driver of a hired car to allow me to take the wheel, a request with which he politely but firmly declined to comply. By way of explanation he added "It is not so much yourself as the other fool, sir, who might cause trouble." It was one of those things that might have been expressed differently, but I appreciated the point of his remark and spent the rest of the trip in enjoying the scenery.

It is extraordinary how the other man appears always absolutely determined to do the wrong thing. Only in London is any exception found to this, and even in the metropolis the drivers of slow horse-drawn vehicles are anything but models of "how to deport one's self on the road."

Largely the trouble is due to a general ignorance of the elementary rules of the road, and only a few days ago when travelling in the Midlands I met drivers absolutely ignorant of the rule that vehicle "A" approaching vehicle "B" has the right of the road over vehicle "C" which is overtaking "B." Often I found myself in the position of being driver of vehicle "A" and of vehicle "C" in turn. Whichever position I happened to occupy, whether "A" or "C," the driver of "C" or "A" seemed entirely at a loss to know what to do, and the result was that we both stopped and much time was lost.

I remember some years ago in Birmingham, where traffic is but a polite name for hustled chaos, a wagonette (horse drawn, of course) was travelling along the Stratford road practically in the centre. No horn blowing efforts of an overtaking motor-cyclist would induce that wagonette driver to draw in to his proper side of the road, and finally in sheer desperation the motor-cyclist adopted the only possible course of cutting in. Entirely reprehensible, perhaps, but sometimes the reprehensible is inevitable.

Just as he was level with the rear wheels of the wagonette the driver of this vehicle chose to draw in to his correct side of the road, with the result that the motor-cyclist was thrown violently by the horse itself, and both wheels of the vehicle passed over his legs. The wagonette did not even stop but went on its merry-making journey with the spirits of its occupants considerably enlivened by the event. Protest? What was the good of complaining to the police of a provincial town ten years ago about the bad behaviour of a horse driver? The only result would have been a fine for the motor-cyclist for cutting in, and so the event passed without anything more being heard of it.

Another "near go" that I remember was due to a mistake on the part of an expert motor-cyclist, a man who had driven in many competitions and might have been expected to know differently. A friend was riding behind and, wishing to ask the leader to stop, accelerated to overtake him. Just as the front wheel of the rear motor-cycle and side car approached the rear wheel of the leading combination, the driver of the former opened out to the off-side of the road. The latter was compelled to do the same in order to avoid a collision. In doing so, he caught his foot board against the grass banking on the off-side of the road, the result being that he found himself on the road, his lady passenger on top of him and the motor-cycle and side-car on top of both. Just as an illustration of what one can go through without suffering injury, it is worthy of record that a small cut on the finger was the worst injury suffered by the victimised driver and his lady passenger, hardly less extraordinary than the fact that the driver of the motor-cycle was not injured by the wagonette passing over his legs. These lucky escapes are not likely to be repeated if one should be compelled to try conclusions with one of the new road monsters politely termed charabancs and commercial vehicles.

A few weeks ago I was driving a strange high-powered car on wet tarmac roads and approached a sharp corner which I knew well at what, under ordinary circumstances, would have been the perfectly safe speed of 24 m.p.h. Thirty yards from the corner, however, five charabancs came into view following each other at about five yards intervals, and each one hugging the wrong side of the road. Quick decision meant the risk of a skid and prompt application of the brakes, but the car being a Vauxhall, the foot brake was particularly efficient. I applied it too quickly. The result was a series of violent swerves and skids in between each charabanc and lightning corrections of each by means of a fortunately wonderfully light steering. We managed to clear all five obstructions without touching one, but it was not until we had passed the last that the skids were entirely checked.

("Motor-Owner" Photos.)

QUEER INDUSTRIES.—No. 1.

Chair Making in the High Wycombe District.

THE thought must have come to most of us as we have watched the hurrying individual components of a London crowd that each of those atoms of the cosmos called humanity has its own complete life; that each family of which that atom is a member is a little

solar system sufficient unto itself in most respects and reaching out into space only to maintain its relative position in the general plan of its small universe. With passing curiosity we may have pondered not only the why but the how of it. How do they live? What do they do? Some of them are tinkers, some millionaires; some editors of motor journals that we read, others makers of clothes that we wear. Some are the cooks of the food that we eat; why, yes, some may even make the chairs that we sit on.

It's a great, wide, deep subject for speculation, and how often can one reliably place any particular individual unless the clothes that he wears or the things that he carries give him away?

We know next to nothing about each other, in fact; and



Trimming the roughly-hewn chair legs.



Turning up the legs in a pole lathe.



The raw timber sawn into planks.

even though we could say that this particular man is a tinker and that a chair maker, what has that told us?

Now I saw a chairmaker the other day. How did I know what he was? Well, he was a somewhat decrepit individual, wearing the kind of clothes that decrepit individuals do wear in the country, and the place was within ten miles of High Wycombe, where the chairs come from. Any morning on the Oxford Road between Shepherd's Bush and Wycombe, in the

neighbourhood of 9 o'clock, you may see motor lorries laden high with chairs—but I forgot to say about this old man that he was carrying a bundle of freshly turned chair legs. That was how I knew

I have motored a good many thousands of miles over the roads of Buckinghamshire and have long known that the staple industry of High Wycombe was chairmaking; but I did not know until the other day that there was anything more queer about that industry than there is about, say, the making of kitchen fenders.

But there is. Close alongside the road in many a Bucks lane, or round at the back of an old-world village, you can see a collection of rough timber stacked by the sheds of what one casually takes to be a mere saw-mill. That is a chair factory. If you leave your car and take a stroll in a Buckinghamshire wood you may come



An early stage in the making of a chair leg.

across just such another decrepit individual as the one I saw, with a pile of freshly sawn and roughly chopped timber round him, turning up chair legs in a primitive, home-made lathe.

Probably you do not even know what a pole-lathe is? I saw several at work in a factory near Penn. A sapling some 8 ft. long is anchored to the ceiling by its butt end, and from its free and flexible tip a cord is attached to the big wooden treadle below the bench. On the bench are a couple of adjustable centres—mallet-driven wedges playing a large part in their adjustability—between which the roughly hewn chair leg is gripped. A single turn of the cord, previously wetted from a convenient tin can, is taken round the chair leg, and as the treadle is depressed against the natural springiness of the sapling and then released, the leg spins round on its axis. Various shaped tools are used, and the rest is simply a matter of putting the ornamentation of the leg where you want it. No one offered to let me work the lathe, but I am sure it would have kept me good and quiet for hours.

The whole of the machinery of this chair factory was on the same lines—primitive, yet wonderfully effective. And yet, as a



The initial fashioning of a seat (above), and the finishing off process.



Rose"; the birth and growth of a chair was almost as uncanny. There was, however, a delightful air of leisure about the whole factory—an air, too, of good fellowship—which I am sure would disappear with the introduction of more up-to-date methods of manufacture. One is naturally all for progress, but it really is not difficult to sympathise with the average Briton's hatred of change. Unfortunately the "What was good enough for my father is good enough for me," and "Better the ills we wot of" attitude doesn't carry one far in these days, and probably the pole-lathe and happy individuality are destined shortly to disappear from Buckinghamshire in the march of progress—the tendency of modern times which we must welcome in spite of some of its disadvantageous effects

Anyway, by just keeping my eyes open for once, instead of contenting myself with enjoying the running of the car, I spent a thoroughly interesting afternoon, and I am going to see whether I can find any more queer individuals and track them down to the queer industries that support them.

R. W. B



The finished article—six at a time.

contrast, during my visit the proprietor's own motor lorry arrived with a new engine that is shortly to be installed! Incidentally, this modern innovation is not to displace any of the interesting but primitive appliances, but is to be substituted for the existing engine which drives the biggest machine in the place—



A general view of the factory.



This is a view of the other end of the same car that is bothering Mr. Leslie Henson over in the north-west corner of this page. His wife—Miss Madge

SEEN THROUGH

Mr. Leslie Henson is the only other-than-cheerful person on this page. And he only looks puzzled. Perhaps the Albert won't start—some cars go better with the switch and petrol tap turned on! That might be the trouble, even though we do get ourselves disliked for suggesting it.



Miss Nan S. hand drive of Six conventional case at all times forward to be of this mantic anticipations that she was



All's well with the world—very well, apparently. Miss Calcott, at any rate, shouldn't look worried while she has her elegant little "Namesake" coupé, which we know from experience is a dear little lady's 'bus—and you can read that which way you like!



Saunders, to be still more precise—is not only waiting patiently; she is enjoying his bewilderment.

WIND SCREEN.

ts guises through the screen, and in seems to be a good old world after all.



Miss Ruby Kimberley is far from being the only "star" who has found a small two-seater so easy to control that it forms her principal means of getting about. Miss Kimberley's choice has fallen on an Ashton, and up to the present she is highly satisfied that the advice upon which she acted was sound.

Lady Maxwell (Miss Nora Delany) and her husband, Sir William Maxwell, brought back some curious stories of the East from their tour on a Talbot through China and Japan. "We had a glorious trip," said Lady Maxwell, "but I'm glad to be back."

Miss Stevens could scarcely be a resident in the Coventry district and not be an enthusiastic motorist. As a matter of fact she is very frequently to be seen driving this luxurious saloon herself, and she is quite competent to execute all that which is comprised in the term "running repairs."



The emancipation of woman is not far from complete, and nowadays the sight of fair equestriennes riding in what one must regard as the common-sense fashion arouses little comment. Here, for instance, is an everyday photograph of three ladies riding astride in Hyde Park.



ONE of the great difficulties in the way of making an estate motor a truly economic proposition lies in the fact that its use for any particular purpose is only intermittent, and the purposes for which it is required at one time or another are extraordinarily divergent. We may want to use our motor power sometimes for carrying friends or employees and their luggage to and from the station, for taking a party to a cricket match or a dance, or for carrying guns, beaters, and all the necessary equipment to a shoot. At another time we may want to cart animals, alive or dead, vegetable produce, or even manure. If the estate is a large one, intermediate uses may include the transport of labourers to and from the scene of their work.

It is obvious that if we want to use motor power for all these purposes, we must either have a considerable number of vehicles or else we must use detachable or convertible bodies, all designed to fit the same chassis. The first system is costly and hopelessly opposed to the principle of economy. The bulk of the capital invested is standing idle for the greater part of its time. We should, therefore, aim at using the same chassis for as great a variety of purposes as possible. If some of the work is essentially dirty and unpleasant, the employment of detachable bodies is indicated. If it is merely very diverse without being at all objectionable, the convertible body may, perhaps, serve our purpose with less trouble and expense.

If detachable bodies are used we must, of course, provide some sort of tackle for putting them into and out of



A plan view of a useful estate vehicle.

position, but at the best the change from one to another is pretty certain to occupy something more than a negligible amount of time.

Some traders who use detachable bodies, as, for example, those who operate motor lorries during the week but convert the vehicles into motor coaches in the week-ends, employ overhead tackle for handling the bodies, which are lifted off and on and adjusted into position. Perhaps a simpler plan for the estate owner is to have the bodies made so that when the body has been unlocked from the chassis it may be easily slid off backwards, being carried, say, on runners or rollers for this purpose.

In this scheme the vehicle to be converted would be backed up against a sort of trestle arrangement on which would be provided rails something like the frame of a chassis. The body having been slid back along these rails, the chassis is moved away into position against a similar trestle on which the alternative body is kept, and this is then slid forward and locked into position.

Particular care must be taken as regards the fastenings of detachable bodies. The work must be entrusted to a firm which thoroughly understands motor body building; otherwise there is the danger that the body may come adrift while the vehicle is travelling along the road. In its simplest form the convertible body consists of a lorry

MOTOR POWER

The Advantages of Convertible and Interchange

body with low sides and a hinged tailboard, with provision on the platform for the rapid fitting of a certain number of simple detachable seats. Two or three folding steps may be fitted on the rear, and a detachable canvas tilt would convert an open into a closed vehicle when desired. The accommodation for passengers is, of course, rough; but the amount of it can be readily varied according to the requirement in respect of passengers, supplies, luggage, and so on.

A somewhat more expensive type of convertible body, but one which the writer suggests would be found very useful by many estate owners, might be along the following lines. The chassis would be, let us say, one of those sold as a 25 cwt. goods-carrying chassis. It should be mounted on substantial pneumatic tyres at the front, and either solids or large twin pneumatics at the rear. The forward end of the body would be built in the form of a coupé, enclosing the driver's seat and well upholstered accommodation for, say, four passengers. By putting only one seat alongside the driver, a passage way would be left on either side to give access to three ample seats inside the rear of the coupé. These could be fairly close up because the passage ways would leave leg room at any rate for the occupants of two out of the three seats, the centre one being regarded as emergency accommodation. From the rear of the coupé the body would consist of a platform with sides and hinged tailboards.

Simple seating accommodation would be provided, either completely detachable or folding up against the lorry sides. A canvas tilt might also be kept to provide cover for the rear of the vehicle, but a smarter arrangement would be to make the sides of the lorry rigid and to provide a cape cart hood of something the same kind as is frequently fitted to a motor coach. This hood, instead of opening from the rear forward, would open from the forward end backward, being normally folded up close against the back of the coupé.

A USEFUL VEHICLE.

We should now have a vehicle providing really comfortable accommodation for about four passengers and any amount of luggage and, therefore, excellent for station work. There would be plenty of additional, though rough, accommodation in the rear portion. The conveyance would be ideal for, say, a shooting party with beaters, or an estate cricket team. Whatever work it was doing, the driver would have excellent protection from the weather. There would at least be fair accommodation for the carriage of miscellaneous supplies and produce.

To provide for the frequent use of the vehicle for such purposes, compatible with the necessary cleanliness, if it were desired to employ it at short notice for the carriage of passengers, it would be well if the system of packing the produce in containers were fairly largely adopted. These containers would be simple boxes of such a size as to fit neatly into the back part of the vehicle. They could be loaded up while the vehicle was otherwise engaged and, if properly placed, would take only a few minutes to load into the vehicle as soon as it became available. The machine, of course, would have a rather hybrid appearance when the back portion remained open, but with the hood extended fully it would look at least reasonably neat, and

ON THE ESTATE.

able Bodies—Possibilities of Electric Vehicles.

there would be few people nowadays who would object to it from this point of view.

The type of body indicated above is, of course, merely one of many possible suggestions, and the estate owner may find it an interesting little problem to—so to speak—design a body for himself with due regard to all the uses to which he is most likely to wish to put his estate vehicle.

ELECTRIC VEHICLE POSSIBILITIES.

The possibility of using an electric vehicle for estate work depends mainly on the provision that is made on the estate for lighting, heating, and small power requirements. If the estate has its own electric power plant there is much to be said for the electric vehicle. Privately owned electric power plants are not as common as they might be in this country, partly because we have failed to utilise to the full the possibilities of water power. There are many estates upon which a comparatively simple and inexpensive installation for the efficient utilisation of water power could be erected. In any such case, the obvious course is to employ this power for the generation of electrical current, which may either be used directly or may be wholly or partly stored in a battery of accumulators.

Electric power is not in constant demand throughout the day and night. There will be periods of what are called "peak" loads, and other periods during which the installation is almost or entirely idle. If we can drive our dynamo by water power, the cost of generating electric current is very trifling, and the additional cost of keeping charged the batteries of an electric vehicle as well as fulfilling other duties is quite nominal.

If, on the other hand, water power is not available, we shall probably have to install a gas or oil engine, and in this case, if we keep the installation working overtime in order to charge a vehicle battery, the fuel used in the engine for the purpose must be debited against the electric vehicle. Even so, it may be possible to obtain the current for the latter very cheaply.

As already mentioned, the demand on the electric installation fluctuates. When it is low, but when some demand nevertheless exists, very little extra expenditure of fuel is involved in generating more electricity than is actually required and storing the surplus in a battery. This may be either the battery of the vehicle or accumulators kept for general purposes and used on occasion for supplying current to the vehicle battery.

Assuming that the conditions are such that current for the vehicle can be obtained very cheaply, the electric vehicle has very decided advantages for a great variety of estate purposes. It is not suitable for rough cross-country work, but it is eminently suitable for station work and for private use over a limited radius. Also, if properly equipped, the battery of an electric vehicle may be used to drive either the vehicle's motor or an independent electric motor under conditions facilitating the working of machinery of various sorts.

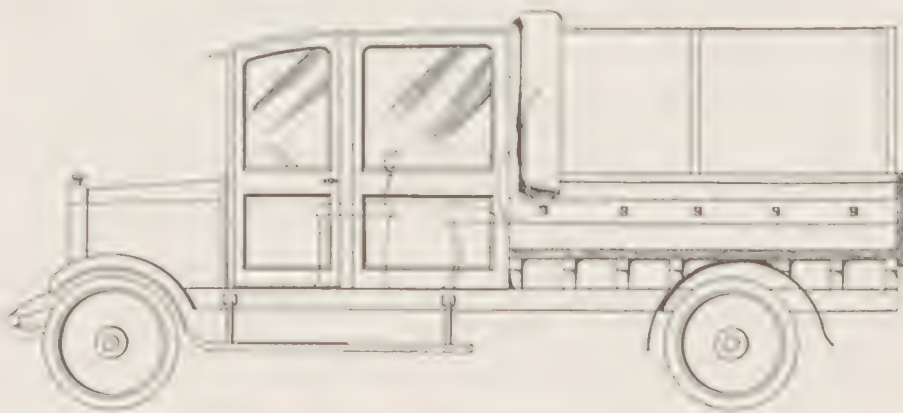
Suppose, for instance, that a quantity of timber has to be sawn at a considerable distance from any part of the estate where electric cables are laid, a vehicle suitably fitted can be run up close to the work. It can carry an independent electric motor driving the saw by means of a

belt and capable of being coupled up to the vehicle battery by means of a cable.

Similarly, we have in the electric vehicle the basis of a fire-fighting equipment, since a pump can always be driven by it without difficulty, and by means of cable connections this pump may be taken some distance from the vehicle itself and so be operated in positions inaccessible to the vehicle.

Certain of the advantages possessed by the electric vehicle proper are also possessed in equal measure by the petrol-electric. The choice between the two depends partly on the facilities for generating electric current and partly on the question whether any of the duties assigned to the vehicle are such that it must have a very considerable radius of action. It is in respect of the last point that the claims of the electric vehicle are particularly inferior to those of other types. A vehicle battery is in any case somewhat heavy, and if the radius of action is to be unusually large, the weight of the battery must be correspondingly increased and the machine becomes somewhat clumsy and inefficient, since a great part of its power is expended in dragging about its battery, which does not represent useful work.

On the other side of the picture the electric vehicle is extremely reliable, seldom needing anything more than the attention that a man of ordinary intelligence can easily learn to bestow upon it. It is, moreover, very easy to control, very quiet and in every way unobjectionable, and



The complete car, with a comfortable coupé in front and a rear covered platform.

there is no temptation to its driver to waste fuel while the vehicle is standing.

In the case of a steam vehicle, some waste of fuel during loading and unloading is unavoidable. In the case of a petrol vehicle, though the waste is unavoidable, it is more often than not incurred because drivers do not want to have the trouble of restarting their engines many times a day.

Finally, we have a point which has become of some importance since the beginning of this year. This is that an electrically propelled vehicle which is used not merely for the carriage of goods but for all sorts of miscellaneous purposes, has to pay a tax of only £6 a year. Assuming that we are discussing a fairly substantial machine for general estate use, it is probable that the tax for a corresponding petrol or steam vehicle would be about £25 a year.

Of course, if the necessary provision has been made for charging the battery of an estate vehicle, we have ready to hand the means of charging also the battery of, let us say, a private brougham, very useful for town work, for evening use such as theatres and dances, and for general purposes within the limit imposed by the capacity of its batteries.

THE CALCOTT ON THE OPEN ROAD

An appreciation of a little

car of considerable merit

AMONGST the pioneers of the light-car movement Messrs. Calcott, of Coventry, have in their latest production a car that will do more than merely uphold the enviable reputation of its predecessors. The 11.9 Calcott may be called a small car of subtle individuality; it is one of those cars that one gets to like more and more every time one uses it. Some cars have the quality of impressing the critic or prospective purchaser immediately he takes his seat in them, but the Calcott is not of this type. These "impressive" cars, as they may be called, may succeed in confirming the first impressions they have created during extended acquaintance; more commonly, it is to be admitted, they call for an entire revision of the critic's ideas, for as the acquaintance develops little traits and peculiarities are revealed that more than counter the earlier discovered qualities—nearly always good in these impressive cars.

If I were limited in my knowledge of the Calcott to the experience gained in a 50 miles trip or so, I should be constrained to characterise the car as a very ordinary specimen of British automobile design. It may be admitted at once that the Calcott is lacking in those attributes that many makers allege are the only selling attributes of a modern car. Whether the ideas of other makers or those of the Calcott people are most appreciated may be judged from a bald statement of the fact that the Calcott factory is the only one I have visited in the last few months from which cars were departing to customers as quickly as they were made.

The Calcott engine has none of that "ginger" which makes many small cars vehicles only suited for the youth of sporting inclinations or the expert driving hand if the car is to be kept on the road for long periods without continual tinkering and tuning. As a counter-attraction, and a very powerful counter-attraction too, the Calcott engine offers a slogging capacity that is a great asset to the man who looks upon a car as a utility article to get him from place to place with a minimum of gear changing and maximum of silence and comfort.

I found the Calcott maximum speed to be in the neighbourhood of 43 m.p.h. by speedometer, with a standard body—of which more anon—and a full complement of three passengers. After all, 43 m.p.h. is a very respectable speed, if you do not happen to live in Kingston-on-Thames; and which of us has not sampled the car for which its makers claimed 60, but from which the most we could get was



Two cheery brothers. Messrs. Jim and Will Calcott, who—

45? And there are plenty of 11.9 (the Calcott bore and stroke are 110 mm.) which are very annoyingly behind when the speedometer needle near the 40 mark. Not once in the whole Calcott speed range did I succeed in discovering the suspicion of a peep, nor does the engine give its driver that haunting and disagreeable sensation that he is urging it all the time even although

the road speed may not be high

A Calcott engine feature that I consider one of the most praiseworthy of the whole car is its flexibility. I have been on one other four-cylinder-engined car that could compare with the Calcott on this score, and this one had a contemptibly "woolly" engine of nearly double the Calcott rating but, withal, incapable of propelling a load at anything near Calcott maximum speed. There is another Calcott engine feature that is not so commendable and that is the means provided for notifying the level of the oil in the sump and the circulation of the oil through the engine (by pump to the main crankshaft bearings and thence by splash for the rest of the engine and troughs at the big ends). The level indicator, a float mounted accessibly enough at the side of the crank-case, I found inclined stick, and was once badly misled as to the level of the oil in the engine.

Of the transmission and other chassis details there is little to be said, for the car is throughout constructed on conventional lines with only such minor departures as are necessary and advisable to give the car its desirable individuality of design. But the springing and body-work combine to form a feature that will more than outweigh all the "high efficiency" and similar arguments put forward on behalf of too many small cars at the expense of that highly desirable asset, comfort.

Although Calcott springing is in keeping with the other details of the chassis, in being conventional—it is by no means elliptics all round—the car is easily the most comfortable two-seater of its type that I have sampled. Perhaps the

alteration of the rake of the steering column would be things even better, but a thing as this is always a matter of personal choice and it is easily altered in the case of the Calcott, although the rake is not "adjustable" in the ordinary sense of the word, by the way, after the car has left the works. Also a somewhat larger steering wheel might improve the appearance of the car as well as its controllability.

The body is unusually roomy, and will comfortably seat three persons abreast.



—are snugly ensconced in a car of the same name, with Jim at the wheel.

Overland

Price Guarantee

We see no possibility at present of reducing the cost of Overland cars, but we agree that, if circumstances should permit of a list price reduction being made, all purchasers of new current series Model 4 Overlands delivered either direct by this Company, or by any of our authorised dealers, between January 1st and July 1st, 1921, will be refunded the difference upon application to our authorised dealers or to this Company, accompanied by the necessary proof, if the claim be made before July 31st, 1921, this terminating any other price guarantee expressed or implied, and is intended to be in substitution therefor.

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Low upkeep expense is the big thing about the Overland, next to its moderate purchase price. Owners average 30 or more miles to the gallon of petrol, 1,000 or more miles to the gallon of oil, and 8,000 to 10,000 miles to the set of tyres.

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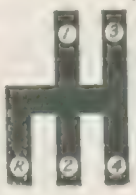
The 30 h.p.
six-cylinder
Delaunay-
Belleville.

HOW ONE

So far in this "How One Drives Them" we have included also the better-known vehicles of foreign comparative novice should have little difficulty in driving the best of which the car is capable; we, however,

The 12 h.p. Rover has on a three-speed car the first speed, but in the partment of the "gate," type. The novel method of doors

There is a growing tendency to group the instruments, as in the case of this 30 h.p. Delaunay - Belleville in the centre of the dash—an arrangement that certainly makes for neatness and convenience. The Delaunay is quite normal in all respects, even to the plan of the "gate," which, incidentally, is identical with that of the H.E. car.



The H.E., as we have remarked, is similar to the Delaunay-Belleville in the matter of gear changes, but differs in having the accelerator centrally situated between the clutch and brake pedals. It will be noted that this pedal is equipped with a roller which, besides rendering driving less fatiguing, should save wear of shoe leather!



The H.E. Controls.

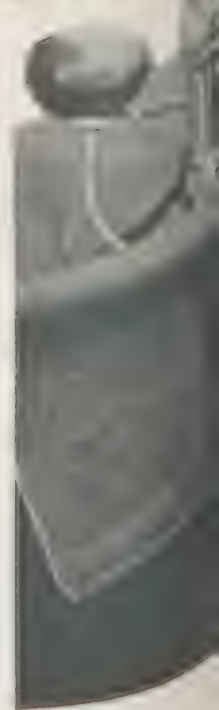
With the A.C., a neatly spaced out purely a matter of preference to the board. It is noted that the A.C. has a device in having the



The Horstmann.

The control of the Horstmann has been reduced to the very elements of simplicity, and among a number of novel points the kick starter, the pedal of which is seen in this photograph, is of greatest interest. The single lever in the centre of the steering wheel controls the ignition point; incidentally, the steering of this car is remarkably light and sure. The dashboard carries only a speed indicator in addition to the neat lighting switchboard.

The A.C.



YES THEM.

ish cars, but on mature consideration we have decided to
of these pictures, gear-diagrams and notes even a com-
experience of the particular vehicle will enable him to get
on the right road to gain the necessary experience quickly.

usual gear change. Usually
is situated in a separate com-
the change is of the usual
the tool equipment in the rear
appreciated.

The 16 h.p.
Talbot-
Darracq.



What to do with the reverse is a problem
on a four-speed car. In the 16 h.p. Talbot-
Darracq one has to pass through the first
speed, raise the lever, and put
forward extrem-
tended leg of the
first into second,
straight back; for
the gate and for-
straight back.
be more simple.
The unusually
neat instrument board should be noted.



The Armstrong-Siddeley is the only car of
the selection which we publish this month
which has a central gear-change and "side"
brake lever. This is apt to daunt
those people who have not yet
the practice, but
the use of the left hand for
gear changing becomes second
nature in a very few minutes.
One would not anticipate much
use of the lower gears on this
powerful car; there are only
three, and the changes are arranged in a
straightforward H-gate on precisely the same
plan as that of the little A.C.



The Armstrong-Siddeley.

Starting the
Horstmann.

The only thing about the Horstmann that
requires any special knowledge or experi-
ence is the mechanical starter, in connec-
tion with which a little of that commodity
known as "knack" is required. Handily
placed immediately above the pedal is a
ring on a chain, the other end of which
is attached to a carburetter "choke."
Pull out this chain, give the starter pedal
a sharp thrust to the limit of its stroke,
and the engine should start. The opera-
tion is clearly depicted in the photograph.



LOVE AND A CAR.

A Somewhat Automobiliaous Romance.

By A. J. McKINNEY.



Decorations by Gladys Peto.

I
“**L**OVE is all very well in its way, Mr. Mills,” observed the plain-looking lady, interrupting her suitor’s tentative remark, “but it’s not enough. One simply must have a motor these days.”

“I don’t ’old with that, Mrs. ’Aines,” exclaimed the persistent merchant, a little abruptly. “What was good enough for our grand——”

The widow tossed her dull-haired head. “Tut, tut! You’re out of date, Mr. Mills. I determined I’d have a car the second time I married—walking doesn’t suit me.”

“Motors cost money,” returned her companion, with an air of pained surprise.

“What does that matter when you’ve got it?” inquired the lady tartly. “You certainly ought to have one, otherwise people won’t know you’re well off.”

The embarrassed Mr. Mills coughed apologetically. A particularly fertile imagination had led him to disseminate a report that he was wealthy—a reputation of that sort was an admirable aid to a distinguished marriage. But now he was beginning to have an uneasy suspicion that it was not without disadvantages.

“Well, if there was another person to share it I might,” he hinted.

The lady’s cold grey eye glistened. “It takes all my five hundred a year to keep me going,” she observed, with the air of one imparting interesting information.

The checkmated gentleman glanced about him with approval. “Nice little ’ouse,” he insinuated

“Good enough for one,” remarked the widow, condescendingly.

“Or for two,” contributed the hopeful visitor.

“With a decent car, perhaps,” said Mrs. Haines decisively, “only it would have to be a good one—a limousine, now.”

The round-eyed suitor gasped. “A lim—limersine!” he stammered.

“Like the one Mr. Piper has,” returned the mendacious lady smartly.

“Mr. Piper! Never ’eard of ’im,” said the discomfited visitor.

Now well in her stride the widow enlarged freely upon her fictitious character. “Very nice man,” she observed, with impressive earnestness, “and so persistent!”

Mr. Mills shuffled his large feet. “H’m,” he muttered uneasily.

“I like grey Bedford cord and blue outside—like his,” pursued the aspiring Mrs. Haines, grandly. “One has to study one’s social position, you know.”

That apposite and calculated remark was not without its effect. So distinguished a lady, despite a certain ill-favouredness, should prove an eminently desirable partner for a struggling man.

The inopportune arrival of another visitor checked the anxious Mr. Mills’s response, for, with a little squeal of delight, the lady rushed at the new-comer.

“Oh, my dear Bob! Where on earth have you come from? It must be two years since I saw you last!”

The opulent-looking Mr. Shawe kissed his cousin’s hand with a fervour that led to the annoyed Mr. Mills making a hasty departure. He had hardly left the house when a hand arrested him, and his startled gaze fell upon the object of his aversion. He was winking mysteriously.

“Come into my club for a moment, my boy; there’s something I want to talk to you about.”

“You’ll excuse my touching a delicate matter,” he began, when they were seated. “but I’ve reason to believe you’re sweet on my cousin Mary. One moment,” he interposed, as his guest became restive, “what I’m going to say is to your advantage—and hers. She’s a good sort, and—and I’d like to see her happy. I don’t mind telling you in confidence I’m partial to her myself, but a lady of her wealth deserves a rich husband—like yourself, say. I haven’t done so well lately as I’d hoped, so I’m out of it. She’s got fifteen hundred a year, you know.”

“Fifteen hundred! She told me she’d five,” the astonished Mr. Mills protested.

Mr. Shawe laughed heartily. “That’s only her annualness—she’s afraid of being run after for her money. Pity she isn’t prettier—but there! you can’t have everything!”

Mr. Mills agreed cordially. He certainly would have liked a better favoured wife, but that income would be an admirable compensation, and he determined to win the lady at all costs, even if he had to purchase a car—he had heard second-hand models cost next to nothing.

II.

His subsequent knowledge of car prices cooled his jubilation at his engagement—his *fiancée* declared flatly in favour of a new one.

“Hang it all!” he murmured despondently, “I’m afraid it’s off, and I’ll lose that fifteen hundred a year.”

The sight of a notice in a showroom window, offering cars on easy terms, revived hope, and when next he called upon the exacting Mrs. Haines he arrived in a fashionable saloon with a field-marshal at the wheel.

The lady's exclamation of pleasure almost extinguished the unpleasant recollection of his five years' liability.

"Not a bad little thing," he began, with a note of pride. The note changed to alarm as the widow, with the air of one who studies economy, observed, "It will do us quite a year, Tobias."

"Oh, longer than that!" said the startled man, hastily. "Why, the salesman——"

Mrs. Haines shook her head. "I simply must have a new car every year," she declared emphatically.

Mr. Mills felt he was being unpleasantly hurried. "Jump in and try her," he urged precipitately.

III.

Except that it simply devoured tyres, the car proved nearly all the makers claimed. Its rapacity, however, was overshadowed by a couple of incidents—the falling due of the second instalment shortly after the wedding, and Mr. Shawe's evident intention to become a permanent and non-paying boarder at the Mills'.

To Mr. Mills's unbrotherly refusal to entertain his intention the indignant gentleman displayed flattering opposition. "You grudge me a little thing like that!" he exclaimed, with an air of pained surprise, "after my finding you a rich wife! I'll be hanged if I'll go!—my staying was part of the bargain."

"You'll be hanged if you stay!" returned his uncharitable host, explosively. "If you aren't out of this 'ouse in twenty-four hours there'll be trouble!"

The persistent Mr. Shawe sent for reinforcements.

"What's this I hear, Tobias?" demanded Mrs. Mills, with a hauteur rivalling that of a stage aristocrat. "Turning Bob out when I've asked him to stay! I won't have it!"

"You'll 'ave to keep 'im, then," snapped her unfeeling husband, "I won't!"

"You—won't!"

"I refuse to be turned out," interposed the delighted relative. "It was——"

"No! I won't! And, what's more," pursued Mr. Mills, in the tone of one making a welcome revelation, "I can't. I'm broke!"

His subsequent pleasantry terminated the startled suspense. "And seeing that it's you, Mary, what uses the car, you'll 'ave to pay for it—out of your fifteen 'undred a year."

Mr. Shawe shuffled uneasily. "Oh, come, now," he was beginning.

"Fifteen hundred a year! The man's daft!" interrupted the lady, in a high voice.

The resentful Mr. Mills jerked his head towards her cousin. "'E said so," he growled.

"Oh, come, now," repeated Mr. Shawe, but with much less assurance, edging towards the door.

"I don't care who it was—it's all nonsense! I never had more than five hundred a year in my life," declared Mrs. Mills, with scornful indignation. "You married me for my money, I suppose."

"Seems as if I didn't," returned the grim-lipped husband.

After the manner of the Upper Ten, the lady, with the air of one giving a pleasant surprise, while her undeceived cousin closed the door softly behind him, observed coldly:

"You're talking truer than you know, Tobias. My five hundred died with our marriage!"



A notice in a showroom window offering cars on easy terms.

GLADYS PETO.

THIS MONTH'S CARTOON.

Mr. HENRI BOISSY, Managing Director of Peugeot (England), Limited.

ONE would imagine that after thirteen years' residence in London—a residence that has been singularly satisfactory from the point of view of successful achievement—Mr. Henri Boissy, who has captained Peugeot enterprise in this country throughout that period, would at least be reconciled to his fate. But he is not. He does not mind how soon, in fact, it is possible for him to return permanently to France. Well, we must not feel aggrieved, for Englishmen have been heard to make a similar remark.

Mr. Boissy joined the Peugeot firm in 1907, as manager of the export branch, a position for which he was singularly fitted by virtue of a commercial training followed by a long period of travel, in his young days, in the course of which he visited Madagascar, South Africa, and Central America. During the year he was to and fro, all over Europe, in the Peugeot interests, and in 1908 came to England to open a new branch. Here, with the exception of the war years, he has remained ever since. Even during the war he could not get away from the English, although naturally he was stationed in his own country, for, joining as an English interpreter, he ended his military activities as Liaison Officer to an English division.

Here you have Mr. Boissy's recent history in a nutshell. But he is a difficult man to interview. We extracted from him the bare facts mentioned above against his will, and not until we turned the conversation to the many excellences of the Peugeot car did we strike a spark of enthusiasm. He is enthusiastic on this point, and is especially fond of the Quadrilette, which has succeeded the Baby Peugeot of earlier years. Mr. Boissy uses a Quadrilette to transport himself between his home at Putney and his business in the Brompton Road, and entirely endorsed our impression of the handiness of the quaint little vehicle for such a purpose. The car is, indeed, remarkably "nippy," partly on account of its small proportions, but largely, also, by reason of the quite remarkable liveliness of its tiny engine. When one lifts the bonnet and sees the miniature monobloc motor,

it seems impossible that so small an engine can possibly be sufficient to propel even the light framework of the tandem-seated car; but we proved to our own satisfaction that it has ample power to carry two adult passengers, whom, of course, the driver is one—anywhere they want to go at a respectable pace and in considerable comfort.

Mr. Boissy's Quadrilette, as one would anticipate, is quite an elegant little vehicle, and is fitted out with a view to giving maximum pleasure and convenience; this has involved the purchase of "extras" which are not to be found on the standard model, but our experience of the latter is that no addition to the usual equipment is essential.

THE MOTOR-OWNER CARTOONS.

Mr. Henri Boissy is, of course, the subject of the full-page cartoon which is published as a supplement to this number of THE MOTOR-OWNER. Our series of cartoons has proved most popular, and we frequently receive enquiries for spare copies of "back numbers." There are now fifteen cartoons in the series, and any of these will be forwarded post free on receipt of a remittance for 1s. 10d., if the cartoon is required unframed. The price is 6s. 6d. post free for framed examples. It should be noted that while the stock of the cartoons is actually out of print, the stock of several is running low, and those who desire to keep a complete series should lose no time in filling any gaps.

The fifteen cartoons are as follows:—

- | | |
|---|---|
| "C. J." (Lieut.-Col. Charles Jarrott, O.B.E.) | "R.A.C." (Sir Julian "A.A." (Major Stenson) |
| "Rolls-Royce" (Mr. Claude Johnson.) | "Humberts" (Lieut.-Col. Cole, O.B.E.) |
| "Daimlers" (Mr. E. M. C. Instone, J.P.) | "Delaunay-Belleville" (Mr. S. Mays-Smith.) |
| "Vauxhalls" (Mr. Percy C. Kidner.) | "Napier" (Mr. H. T. Crossley) |
| "Lanchesters" (Mr. Frank Lanchester.) | "Crossley" (Mr. W. M. Crossley) |
| "Packards" (Mr. Stephen Johnson.) | "Albert" (Mr. G. G. Albertson) |
| "Sunbeams" (Mr. Louis Coatalen.) | "Peugeot" (Mr. Henri Boissy) |

TRINITY COLLEGE, CAMBRIDGE (Continued from page 19).

1612 by Dr. Nevile at his own expense. Three sides of it are cloistered, the fourth having a terrace. It was in this court that Lord Byron had his rooms. The west side of the court is closed by the Library. Designed and built by Sir Christopher Wren, it was finished in 1695. Everything in the Library, down to the tables and stools, was designed by the same architect and executed under his superintendence. It is built on three rows of pillars, and entrance is by a staircase at the north end.

The library contains busts of notable members of the college. Tennyson's is the second on the right, and at the further end may be seen the famous statue of Byron. This was intended at first for Westminster Abbey and was executed by Thorwaldsen, a friend of the poet, the cost being defrayed by public subscription. But the statue was twice refused admittance by the dean and chapter, and was afterwards presented to the college. The poet is represented sitting on some ruins at Athens, a pencil in one hand and the manuscript of "Childe Harold" in the other. The bas-relief on the pedestal is of the Genius of

Poetry tuning his lyre, with his right foot on the prow of an ancient trireme.

The window behind is of interest. It was designed by Cipriani and made by Peckett, of York, by a process which he invented and which died with him. The colour goes right through the glass and no leading is required. It shows Isaac Newton being presented to George III, which Lord Bacon records the event. The statue in the niche to the right is one of the very few carried out by Grinling Gibbons. The building is also lavishly decorated with heraldic designs delicately carved in wood by him.

Behind the Library, spanning the river Cam, is a graceful stone bridge, which joins up the Avenue. It was built in Essex in 1765. Besides the buildings already mentioned there are the Bishop's Hostel (built 1670), New Court, Whewell's Courts (built last century, to supply the increasing demand for accommodation). These contain nothing of exceptional interest.

The various buildings of the college are open to the public at certain times only, which may be learnt at Porter's Lodge.



“Peugeot”

MR. HENRI BOISSY

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A FEW OPINIONS

From The "EASTERN PROVINCE MOTOR MART" of East London, South Africa

"... We shall be pleased if you will kindly place our name on your regular mailing list, debiting our account in the usual manner. We must state we are agreeably surprised to receive a publication of this description, which, in our opinion, appears to be an even more remarkable production than the American *Motor Magazine*."

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"... You really should be most heartily congratulated on the way THE MOTOR-OWNER has been improved during recent months, and you have now succeeded in getting it in a class by itself."

From The VON HAMM-YOUNG COMPANY Ltd., of Honolulu.

"... We wish to compliment you on this Journal, as we consider it the finest motor publication which we have ever seen."

THE MOTOR-OWNER serves the biggest and most influential group of private owners in this Country, and carries the message of the British Manufacturing Trade to every quarter of the Globe. THE MOTOR-OWNER is, without doubt, the biggest factor in building goodwill for British Motor products throughout the whole Empire.

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From The H.B.C. ADVERTISING SERVICE, Fleet Street, Coventry.

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MY LOG-BOOK.—By HERMES.

SO the Ministry of Transport is to go. Just what one would expect!

THE car—one of those recommended in "Cars we have Tried"—ran like velvet, says a correspondent. On a Treloar road, I suppose.

FOR the convenience of motorists in the North, the Wilcot Co. have opened premises at 23, King Street West, Manchester, for the distribution of the Wefco spring cover.

MESSRS. WM. COLE AND SONS, whose coachbuilding display invariably interests me greatly at Olympia, have now as chairman of their directors' board Sir Cecil Beck, M.P. Sir Cecil, who represents Saffron Walden, is also a member of the London board of the Scottish Union and National Insurance Co.

TO get a bargain is attractive to most of us, but it is best to make certain that the gain is on the purchaser's side. Just now bargains in Firestone tyres are being offered to a confiding public, but not by the Firestone Co. These tyres, as a matter of fact, are French war stock, and people who buy them do so at their own risk.

MR. ERNEST GELDER, formerly the very hard-working manager of a well-known tyre firm, and now for some years controlling the English side of the F.N. motor business, informs me that the only reduction in the price of these cars for this year is now in force. The 10-12 h.p. two-seater is £25 cheaper, the 16 h.p. five-seater is £875 instead of £900, and the 40 h.p. saloon sells at £1,450 instead of £1,750.

AN old friend of mine—at least, he has aged a little, I understand, since I last saw him in our twenty-shillings-to-the-pound days—has sent me particulars of a car that sets out to be exceptionally comfortable. Mr. E. Herington, having been connected with the car trade, is a very good judge of what the public like, and he has let himself go on the new 14 Hurlu. The sides of the car are higher than usual, and an adjustable wind-screen, with side shields, protects the back seats. The car is very attractive, and I cannot but admire its numerous good points.

A FEW days ago I called at the new showrooms of the Sunbeam Motor Car Co., 12, Princes Street, Hanover Square. The premises consist of a large ground-floor showroom, a suite of offices on the first floor, whilst the floor above is devoted to the company's export department, now removed from 62, Oxford Street, and still under the management of Mr. W. A. Priest. The showroom, admirably adapted for the display of a dozen cars, is in cream and gold, the woodwork being polished mahogany. The electric lighting arrangements are tasteful, and are supplemented by large plate-glass windows. Mr. C. R. Andrews is in charge of the organisation and sales branch, to which he has been recently appointed.

FOR many years I have urged, in print and otherwise, the value of air cooling for motor cars. The suggestion, however, stirred up no little controversy then, despite the fact that a prominent American motor lorry had an engine so cooled. At home air cooling is admitted to be satisfactory. As the old Romans used to say, *experientia docet*, or, to give the schoolboy's version, experience does it. Most certainly it does, otherwise would the hard-headed Rover Co. set aside a whole factory to making their 8 h.p. air-cooled model? If you think they might do so, would they reduce the price to 250 guineas? They do do so, as a matter of fact, because the big demand has lowered the average cost per car. Ergo, air cooling is popular.

SO many changes from previous models have been made in the 40-50 six-cylinder Napier engine, which is the result of the firm's extensive aero practice, that a large proportion of the latest Napier instruction book is devoted to this feature. The book is so skilfully illustrated, unusually well turned out, and its contents are so profusely arranged that one gets instantaneous information. The lubrication chart is particularly ingenious, and quite a large number of useful hints give owners and drivers an exceptional opportunity of getting the very best out of the car. From what I have seen of the 40-50 Napier I would certainly urge its receiving every care, for the better an article the more it should be cherished. But blundering along in haphazard, even if lucky, fashion is utterly anachronistic, yet easily remedied in this case by a few minutes' scanning of what has taken other people weeks to crystallise.

IN the Victorian era a gold albert was the hallmark of respectability. The modern Albert is all marked by inspectability.

PEOPLE will motor by night. Cars sometimes go wrong in the dark. A.A. sentry boxes—fifty of them—now have 24-hour phones. Add these together, and you get—home!

THE S.M.M.T., which controls our motor shows, has informed me that it is holding an exhibition for commercial motor vehicles in October next. The actual date and other necessary information will be announced later.

I HEAR from the R.A.C. that motor-cars can now be taken by the Dover-Ostend boats. Particulars of this arrangement, which is entirely new, can be obtained from the R.A.C. Touring Department, which undertakes the loading and unloading for its members.

OWING to the enormous amount of work entailed by the issue of A.A. bankers' indemnities instead of cash deposits on cars going abroad, the Automobile Association has decided to suspend this facility from April 1st to August 31st inclusive. During this period it will be essential for the full amount of the Customs' requirements to be deposited in cash with the Association.

ACCORDING to Messrs. Brown Bros., leather has not proved satisfactory for spring gaiters, for it stretches and is porous enough to allow the grease to ooze through. I have examined the material they use in its place. It is a close-grained, smooth, black fabric, quite pliable and very tough, and is reputed to have been highly commended by users. The Duco spring gaiter, which keeps an envelope of grease around the spring, is made of it.

I HAVE been reading with interest the latest booklet, dealing with lubrication, issued by Wakefield and Co., and very welcome in that it makes one realise the specialist knowledge the subject requires. When I visited the firm's laboratories some years ago I was greatly impressed; only the very best scientific methods being employed throughout. The result is happy, since for every purpose where lubrication is required Castrol has invariably proved eminently dependable.

WITH the thoroughness that always characterises that well-known house, Price's Co. are issuing a motor lubricating chart. An exhaustive list of the chief makes of cars, lorries and motor cycles is accompanied by another giving the name of the lubricant that suits any particular vehicle best. The average man who thinks that oil is just oil, will be surprised, as I was, at the large variety of lubricants that experience has shown to be necessary nowadays. Garage proprietors may have a copy of the chart if they send a postcard to Price's Co., Ltd., Battersea, S.W.11.

A CAPITAL little instruction booklet has reached me from the A.C. people, otherwise Auto-Carriers, Ltd., Hercules Road, Westminster Bridge Road. I like the booklet because it is small yet full of really useful information. That in itself is not, of course, unique. But when you get information given in a brisk, interesting way, well, that's where the difference comes in. "About that gearbox. Have a look at it! You know it . . ." is the sort of thing people can't help reading. I won't spoil things by quoting more, but if you're an A.C. owner, and if you haven't yet got a copy of the booklet, send your car number to the firm and you will be several laughs richer and not a few sovereigns to the good.

TO celebrate the twenty-first anniversary of the 1,000 Miles Trial of 1900 it has been proposed to hold a banquet at the Royal Automobile Club. A committee has been elected to carry out the details, the members being Brig.-Gen. Lord Montagu, Messrs. R. E. Phillips, W. C. Bersey, H. G. Burford, C. L. Freeston, H. W. Egerton and Capt. J. S. Critchley (hon. secretary). As it is impossible to ascertain the addresses, and in some cases even the names, of many of the officials and others who materially assisted in bringing the Trial to a successful issue, the committee requests all who participated in any way and who desire to attend the Coming-of-Age Banquet to send their names to the secretary at 3, George Street, Hanover Square, W.1, or to the R.A.C. The Trial participants include the judges, contributors to the prize fund and guarantors, local committees, observers, owners and drivers, timekeepers, press representatives, the R.A.C. Committee of 1900, and others who acted in any official capacity.

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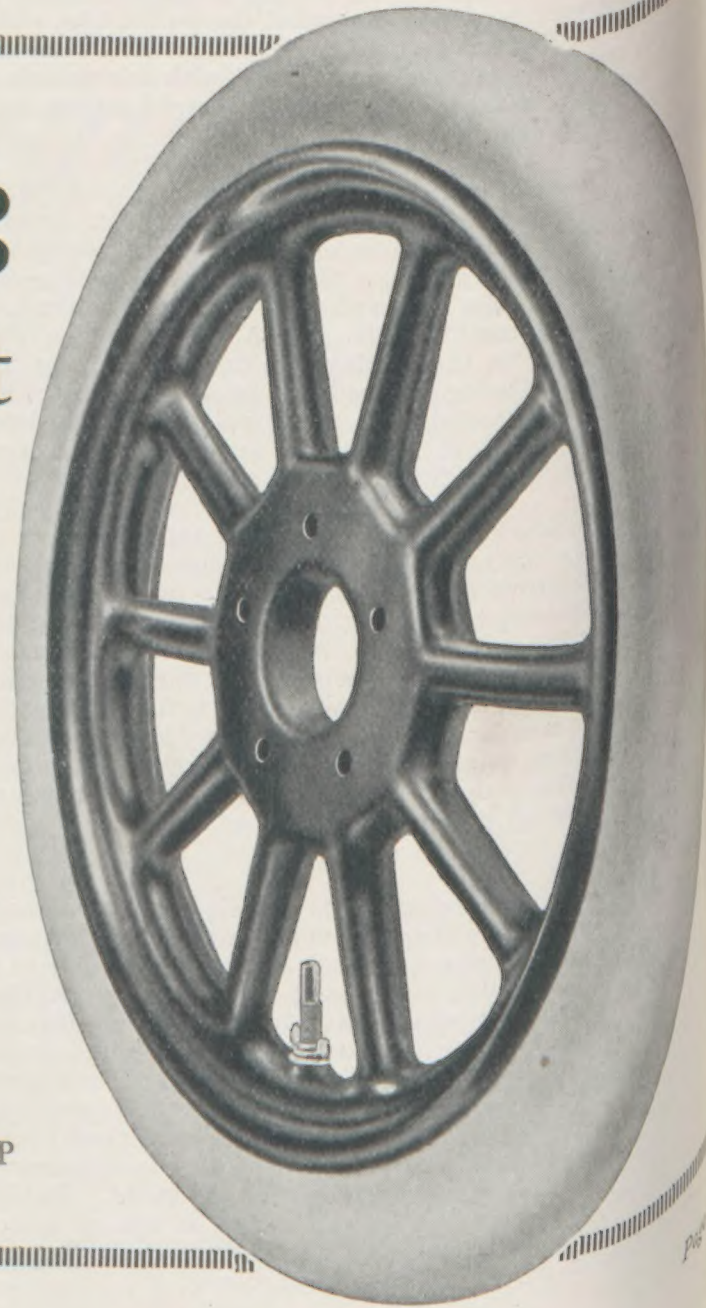
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